

ARIZONA STATE TRANSPORTATION BOARD

Douglas A. Ducey, Governor

Michael S. Hammond, Chairman
Steven E. Stratton, Vice Chairman
Jesse Thompson, Member
Sam Elters, Member
Gary Knight, Member
Richard Searle, Member
Jenn Daniels, Member

Welcome to a meeting of the Arizona State Transportation Board. The Transportation Board consists of seven private citizen members appointed by the Governor, representing specific transportation districts. Board members are appointed for terms of six years each, with terms expiring on the third Monday in January of the appropriate year.

BOARD AUTHORITY

Although the administration of the Department of Transportation is the responsibility of the director, the Transportation Board has been granted certain policy powers in addition to serving in an advisory capacity to the director. In the area of highways the Transportation Board is responsible for establishing a system of state routes. It determines which routes are accepted into the state system and which state routes are to be improved. The Board has final authority on establishing the opening, relocating, altering, vacating or abandoning any portion of a state route or a state highway. The Transportation Board awards construction contracts and monitors the status of construction projects. With respect to aeronautics the Transportation Board distributes monies appropriated to the Aeronautics Division from the State Aviation Fund for planning, design, development, land acquisition, construction and improvement of publicly-owned airport facilities. The Board also approves airport construction. The Transportation Board has the exclusive authority to issue revenue bonds for financing needed transportation improvements throughout the state. As part of the planning process the Board determines priority planning with respect to transportation facilities and annually adopts the five year construction program.

PUBLIC INPUT

Members of the public may appear before the Transportation Board to be heard on any transportation-related issue. Persons wishing to protest any action taken or contemplated by the Board may appear before this open forum. The Board welcomes citizen involvement, although because of Arizona's open meeting laws, no actions may be taken on items which do not appear on the formal agenda. This does not, however, preclude discussion of other issues.

MEETINGS

The Transportation Board typically meets on the third Friday of each month. Meetings are held in locations throughout the state. **Due to the risks to public health caused by the possible spread of the COVID-19 virus at public gatherings, the Transportation Board has determined that for the time being public meetings will be held through technological means.** In addition to the regular business meetings held each month, the Board may conduct three public hearings each year to receive input regarding the proposed five-year construction program. Meeting dates are established for the following year at the December organization meeting of the Board.

BOARD MEETING PROCEDURE

Board members receive the agenda and all backup information one week before the meeting is held. They have studied each item on the agenda and have consulted with Department of Transportation staff when necessary. If no additional facts are presented at the meeting, they often act on matters, particularly routine ones, without further discussion. In order to streamline the meetings the Board has adopted the "consent agenda" format, allowing agenda items to be voted on en masse unless discussion is requested by one of the board members or Department of Transportation staff members.

BOARD CONTACT

Transportation Board members encourage citizens to contact them regarding transportation-related issues. Board members may be contacted through the Arizona Department of Transportation, 206 South 17th Avenue, Phoenix, Arizona 85007, Telephone (602) 712-4259.

NOTICE OF PUBLIC SPECIAL BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a TELEPHONIC/VIDEO CONFERENCE board meeting open to the public on Friday, October 16, at 9:00 a.m. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its board meeting on Friday, October 16, 2020, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons that require a reasonable accommodation based on language or disability should contact the Civil Rights Office at (602) 712-8946 or email CivilRightsOffice@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en Inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en Inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por idioma o por discapacidad deben ponerse en contacto con 602.712.8946. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

AGENDA

A copy of the agenda for this meeting will be available at the office of the Transportation Board at 206 S. 17th Avenue, Phoenix, Arizona at least 24 hours in advance of the meeting.

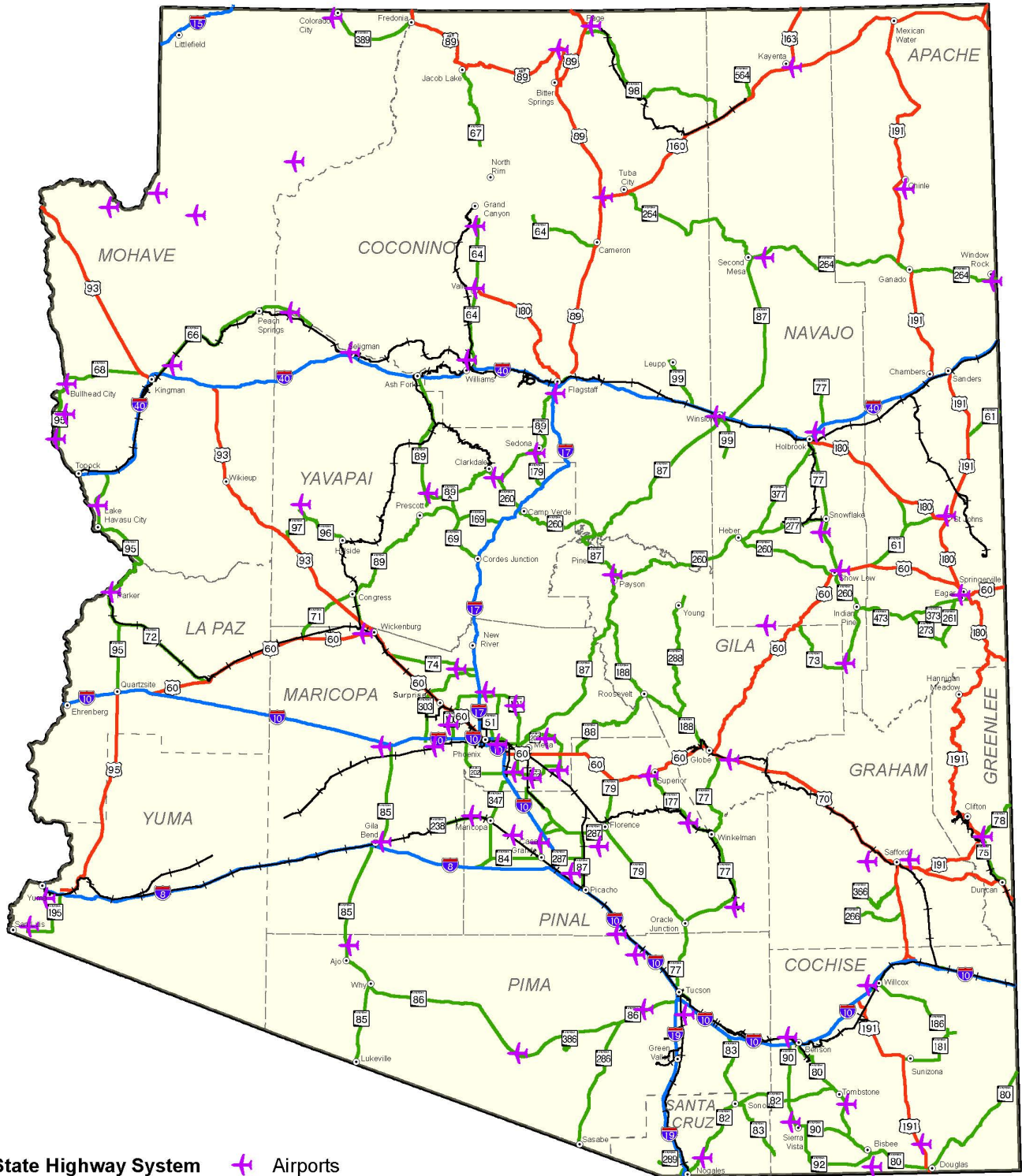
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

In the interest of efficiency and economy of time, the Arizona Transportation Board, having already had the opportunity to become conversant with items on its agenda, will likely defer action in relation to certain items until after agenda items requiring discussion have been considered and voted upon by its members. After all such items to discuss have been acted upon, the items remaining on the Board's agenda will be expedited and action may be taken on deferred agenda items without discussion. It will be a decision of the Board itself as to which items will require discussion and which may be deferred for expedited action without discussion.

The Chairman will poll the members of the Board at the commencement of the meeting with regard to which items require discussion. Any agenda item identified by any Board member as one requiring discussion will be accelerated ahead of those items not identified as requiring discussion. All such accelerated agenda items will be individually considered and acted upon ahead of all other agenda items. With respect to all agenda items not accelerated. i.e., those items upon which action has been deferred until later in the meeting, the Chairman will entertain a single motion and a single second to that motion and will call for a single vote of the members without any discussion of any agenda items so grouped together and so singly acted upon. Accordingly, in the event any person desires to have the Board discuss any particular agenda item, such person should contact one of the Board members before the meeting or ADOT Staff, at 206 South 17th Avenue, Room 135, Phoenix, Arizona 85007, or by phone (602) 712-4259. Please be prepared to identify the specific agenda item or items of interest.

Dated this 1st day of October, 2020

Arizona Highways, Airports and Railroads



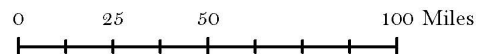
State Highway System

- Interstate
- US Route
- State Route

- ✈ Airports
- Cities and Towns
- |— Railroads (In Service)
- County Boundary

Note:
The State of Arizona makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of the information herein.

Prepared by:
Arizona Department of Transportation
Multimodal Planning Division
Transportation Analysis GIS Section
602.712.7355 May 2020



ARIZONA STATE TRANSPORTATION BOARD

**STATE TRANSPORTATION BOARD
TELEPHONIC/WEBEX MEETING
PUBLIC HEARING AND BOARD MEETING
9:00 a.m., Friday, October 16, 2020
NO MEMBERS OF THE PUBLIC WILL BE ALLOWED TO ATTEND IN-PERSON**

Telephonic Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a TELEPHONIC/WEBEX CONFERENCE public hearing and board meeting open to the public on Friday, October 16, 2020, at 9:00 a.m. The Board may vote to go into Executive Session, which will not be open to the public. Members of the Transportation Board will attend either by telephone or video conference call. The Board may modify the agenda order, if necessary.

Public Participation Members of the public who want to observe or participate in the Transportation Board meeting can access the meeting by using the webex meeting link at www.aztransportationboard.gov. Join the meeting as a participant and follow the instruction to use your telephone to enable audio.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, October 16, 2020. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

PLEDGE

The Pledge of Allegiance led by Floyd Roehrich, Jr., Executive Officer

ROLL CALL

Roll call by Board Secretary

OPENING REMARKS

Opening remarks by Chairman Hammond

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, as amended.

Reminder to fill out survey cards by Floyd Roehrich, Jr.

<https://docs.google.com/forms/d/e/1FAIpQLSdr7eC3VJShEFhDFijBRREvZGFhxJWP68MpJrUYIhRXcZVqVg/viewform>

CALL TO THE AUDIENCE (information only)

An opportunity for citizens to discuss items of interest with the Board regarding the Tentative Five-Year Transportation Facilities Construction Program and Board Meeting agenda. To address the Board please fill out a Request for Public Input Form and email the form to boardinfo@azdot.gov. The form is located on the Transportation Board's website <http://aztransportationboard.gov/downloads/request-for-public-input.pdf>. Request for Public Input Forms will be taken until 8:00 AM the morning of the Board Meeting. Since this is a telephonic/webex conference meeting everyone will be muted when they call into the meeting. When your name is called to provide your comments, you will indicate your presence by virtually raising your hand using your phone keypad or through the Webex application.

To raise your hand over the phone:

To raise your hand on your phone, press *3 on your phone keypad. You will be unmuted by the meeting moderator and asked to make your comments. When you have finished speaking or when your time is up, please lower your hand by pressing *3 on your phone keypad.

To raise your hand using the Webex computer application:

If you have joined us using the Webex computer application, open your participant panel located on the menu on the bottom of your screen. When the participant panel opens, click on the hand icon on the bottom right hand side of the participant panel. You will be unmuted by the meeting moderator and asked to make your comment. When you have finished making your comment, the moderator will mute your line and we ask that you please lower your hand by clicking on the hand icon again.

To raise your hand using the Webex internet browser application:

If you have joined us using the Webex application in your internet browser, you may raise your hand by clicking on the "more options" menu located on the bottom of your screen (it appears as three dots in a circle and is just left of the red "X" button on the menu) and select "Raise Hand". You will be unmuted by the meeting moderator and asked to make your comment. When you have finished speaking, the moderator will mute your line and we ask that you please lower your hand by clicking "lower hand" in the "more options" menu described above.

To raise your hand using the Webex iPhone or Android application:

If you have joined us using the Webex iPhone or Android application, select the participant list in the upper right-hand side of the screen. Select "Raise Hand" on the bottom right side of the participant list screen. You will be unmuted by the meeting moderator and asked to make your comment. When you have finished speaking, the moderator will mute your line and we ask that you please lower your hand by clicking on the hand icon again.

A three minute time limit will be imposed.

PUBLIC HEARING

Presentation of FY 2021-2025 ADOT Tentative Five-Year Transportation Facilities Construction Program Recommendations (<http://azdot.gov/planning/transportation-programming/tentative-program>)

Staff will present the recommended FY2021-2025 Tentative Five-Year Transportation Facilities Construction Program for public information and State Transportation Board Members to deliberate and provide their comments to staff. (For information and discussion only)

ITEM A: Overview of the Tentative FY 2021 - 2025 Five-Year Transportation Facilities Construction Program
Staff will present an overview of the tentative FY 2021–2025 Five-Year Transportation Facilities Construction Program.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)

ITEM B: FY 2021 - 2025 Statewide Highway Construction Program
Staff will present an overview of the FY 2021-2025 Statewide Highway Construction Program.
(Excluding MAG and PAG)
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)

ITEM C: FY 2021 - 2025 MAG Transportation Improvement Program
Staff will present an overview of the FY 2021-2025 MAG Transportation Improvement Program.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)

ITEM D: FY 2021 - 2025 PAG Regional Freeway Highway Program
Staff will present an overview of the FY 2021-2025 PAG Regional Freeway Highway Program.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)

ITEM E: FY 2021 - 2025 Airport Development Program
Staff will present an overview of the FY 2021-2025 Airport Development Program.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)

***Adjournment**

BOARD MEETING

ITEM 1: Director’s Report

The Director will provide a report on current issues and events affecting ADOT.
(For information and discussion only — John Halikowski, Director)

A) State and Federal Legislative Report

B) Last Minute Items to Report

(For information only. The Transportation Board is not allowed to propose, discuss, deliberate or take action on any matter under “Last Minute Items to Report,” unless the specific matter is properly noticed for action.)

ITEM 2: District Engineer’s Report

Staff will provide an update and overview of issues of regional significance, including an updates on current and upcoming construction projects, district operations, maintenance activities and any regional transportation studies.
(For information and discussion only — Rod Lane, Southcentral District Engineer)

***ITEM 3: Consent Agenda**

Page 9

Consideration by the Board of items included in the Consent Agenda. Any member of the Board may ask that any item on the Consent Agenda be pulled for individual discussion and disposition.
(For information and possible action)

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting
- Minutes of Special Board Meeting
- Minutes of Study Sessions
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
 - Low bidder is no more than 15% under state estimate
 - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they exceed 15% or \$200,000, whichever is lesser.

ITEM 4: Financial Report

Staff will provide an update on financing issues and summaries on the items listed below:
(For information and discussion only — Kristine Ward, Chief Financial Officer)

- Revenue Collections for Highway User Revenues
- Maricopa Transportation Excise Tax Revenues
- Aviation Revenues
- Interest Earnings
- HELP Fund status
- Federal-Aid Highway Program
- HURF and RARF Bonding
- GAN issuances
- Board Funding Obligations
- Contingency Report

ITEM 5: Multimodal Planning Division Report

Staff will present an update on the current planning activities pursuant to A.R.S. 28-506.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)

***ITEM 6: Priority Planning Advisory Committee (PPAC)**

Page 122

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2020 - 2024 Statewide Transportation Facilities Construction Program.
(For discussion and possible action — Greg Byres, Division Director, Multimodal Planning Division)

ITEM 7: State Engineer’s Report

Page 156

Staff will present a report showing the status of highway projects under construction, including total number and dollar value. Provide an overview of Construction, Transportation and Operations Program impact, due to the public health concerns.
(For information and discussion only — Dallas Hammit, Deputy Director of Transportation/State Engineer)

***ITEM 8: Construction Contracts**

Page 162

Staff will present recommended construction project awards that are not on the Consent Agenda.
(For discussion and possible action — Dallas Hammit, Deputy Director of Transportation/State Engineer)

ITEM 9: Suggestions

Board Members will have the opportunity to suggest items they would like to have placed on future Board Meeting agendas.

***Adjournment**

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting , Special Board Meeting and/or Study Session
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
 - Low bidder is no more than 15% under state estimate
 - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they exceed 15% or \$200,000, whichever is lesser.

MINUTES APPROVAL

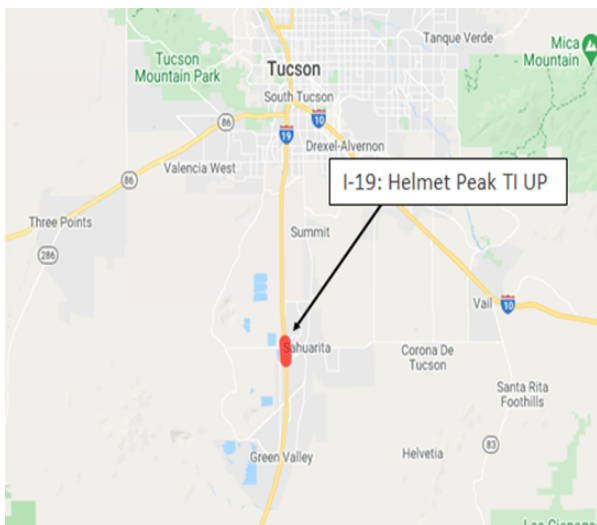
***ITEM 3a:** Approval of the August 21, 2020 Board Meeting Minutes

Page 12

Contracts: (Action as Noted)

Federal-Aid (“A” “B” “T” “D”) projects do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations.

*ITEM 3b: BOARD DISTRICT NO.: 2
BIDS OPENED: SEPTEMBER 04, 2020
HIGHWAY: NOGALES – TUCSON HIGHWAY (I-19)
NOGALES –TUCSON HIGHWAY (I-19)
SECTION: HELMET PEAK TI UP
DUVAL MINE RD TI –PIMA MINE RD TI
COUNTY: PIMA
ROUTE NO.: I-19
PROJECT : TRACS: 019-A(237)T: 019 PM 046 F013801C
019-A(238)T: 019 PM 042 F017401C
FUNDING: 94.34% FEDS 5.66% LOCAL
99.34% FEDS 0.66% LOCAL
LOW BIDDER: FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING
LOW BID AMOUNT: \$ 13,121,110.98
STATE ESTIMATE: \$ 13,396,844.30
\$ UNDER ESTIMATE: \$ 275,733.32
% UNDER ESTIMATE: 2.1%
PROJECT DBE GOAL: 5.71%
BIDDER DBE PLEDGE: 5.73%
NO. BIDDERS: 5
RECOMMENDATION: AWARD



*ITEM 3c: BOARD DISTRICT NO.: 3

Page 169

BIDS OPENED: SEPTEMBER 04, 2020

HIGHWAY: NOGALES – TOMBSTONE HWY (SR 82)

SECTION: MP 38 – UPPER ELGIN ROAD, SONOITA

COUNTY: SANTA CRUZ

ROUTE NO.: SR 82

PROJECT : TRACS: 082-A(207)T: 082 SC 038 F020201C

FUNDING: 94.30% FEDS 5.70% STATE

LOW BIDDER: GRANITE CONSTRUCTION COMPANY

LOW BID AMOUNT: \$ 685,530.00

STATE ESTIMATE: \$ 748,320.10

\$ UNDER ESTIMATE: \$ 62,790.10

% UNDER ESTIMATE: 8.4%

PROJECT DBE GOAL: 5.50%

BIDDER DBE PLEDGE: 6.96%

NO. BIDDERS: 7

RECOMMENDATION: AWARD



**STATE TRANSPORTATION BOARD MEETING
TELEPHONIC/VIDEO MEETING
BOARD MEETING
9:00 a.m., Friday, September 18, 2020
NO MEMBERS OF THE PUBLIC WILL BE ALLOWED TO ATTEND IN-PERSON**

Call to Order

Chairman Hammond called the State Transportation Board meeting to order at 9:10 a.m.

Pledge

The Pledge of Allegiance was led by Floyd Roehrich, Jr., Executive Officer.

Roll Call by Floyd Roehrich, Jr., Executive Officer

A quorum of the State Transportation Board was present. **In attendance:** Chairman Hammond, Vice Chairman Stratton, Board Member Thompson, Board Member Elters, Board Member Knight, Board Member Searle, Board Member Thompson, and Board Member Daniels. There were approximately 200 members of the public in the audience.

Opening Remarks

Chairman Hammond reminded members of the public, to keep their computer or phone muted during the meeting, unless called to speak during the Call to Audience.

Title VI of the Civil Rights Act

Floyd Roehrich, Jr., read the Title VI of the Civil Rights Act of 1964, as amended. Floyd, also reminded individuals to fill out survey cards, with link shown on the agenda.

Call to the Audience

An opportunity was provided to members of the public to address the State Transportation Board. Members of the public were requested not to exceed a three minute time period for their comments.

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS
TELECONFERENCE BOARD MEETING

September 18, 2020
9:00 a.m.

REPORTED BY:

TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

Perfecta Reporting
(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

1 REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC
2 PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD, was reported
3 from electronic media by TERESA A. WATSON, Registered Merit
4 Reporter and a Certified Reporter in and for the State of
5 Arizona.

6
7 PARTICIPANTS:

8 Board Members:

9 Michael S. Hammond, Chairman
10 Steve E. Stratton, Vice Chairman
11 Jesse Thompson, Board Member
12 Sam Elters, Board Member
13 Gary Knight, Board Member
14 Richard Searle, Board Member
15 Jenn Daniels, Board Member

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CALL TO THE AUDIENCE

SPEAKER:	PAGE:
Charlie Odegaard, Flagstaff Council Member.....	5
David Lane, Lake Havasu City Vice Mayor.....	7
Vinnie Gallegos, Executive Director, Lake Havasu MPO.....	9
Kee Allen Begay, Junior, Navajo Nation Council Local Chapter.....	11
Mark Ruiterman, Retired Citizen, Prescott, Arizona.....	13
Chris Bridges, CYMPO Administrator (Comments noted by Floyd Roehrich, Junior).....	14

AGENDA ITEMS

Item 1 - Director's Report, John Halikowski, ADOT Director (No Report).....xx Federal and State Legislative Update, Katy Proctor, Director of Government Regulations and Rules.....	15
Item 2 - District Engineer's Report, Alvin Stump, Northwest District Engineer	18
Item 3 - Consent Agenda.....	21
Item 4 - Financial Report, Kristine Ward, Chief Financial Officer.....	22
Item 5 - Approval of the Tentative 2021-2025 Five-Year Transportation Facilities Construction Program for Public Hearing, Greg Byres, Division Director, Multimodal Planning Division.....	54
Item 6 - Multimodal Planning Division Report, Greg Byres, Division Director, Multimodal Planning Division.....	74
Item 7 - Priority Planning Advisory Committee (PPAC), Greg Byres, Division Director, Multimodal Planning Division	80
Item 8 - State Engineer's Report, Dallas Hammit, Deputy Director of Transportation/State Engineer.....	98

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AGENDA ITEMS

Item 9 - Construction Contracts, Dallas Hammit, Deputy
Director of Transportation/State Engineer.....99

Item 10 - Suggestions.....107

1 (Beginning of excerpt.)

2 CHAIRMAN HAMMOND: We're moving on to the call to
3 audience. So when your name is called to provide your comments,
4 indicate your presence by virtually raising your hand using your
5 phone keyboard or through the Webex application, and the Webex
6 host will guide you through the unmuting and muting process.

7 Hopefully after -- I think this is our fourth
8 remote meeting. Hopefully it runs a little more smoothly than
9 we've been able to accommodate some of you in the past. So we
10 do appreciate your desire to speak, and let's see if we can make
11 it work this time.

12 Floyd, I think you're going to handle the list?

13 MR. ROEHRICH: Yes, sir. I will.

14 So the first person we have on the public request
15 to speak is Council Member Charlie Odegaard.

16 Mr. Odegaard, please raise your hand so you can
17 be unmuted.

18 MS. ESTELLE: Thank you, Floyd.

19 Mr. Odegaard, I see that you have your hand
20 raised. This is Haley. I'm going to go ahead and unmute your
21 line. When I do that, you'll be live with our board members.
22 I'm going to go ahead and unmute you now.

23 MR. ODEGAARD: And you can hear me just fine?

24 MS. ESTELLE: Yes, sir. Thank you.

25 MR. ODEGAARD: All right. Thank you.

1 Good morning. As Flagstaff City Council member
2 and the vice chair of MetroPlan, I appreciate the work of ADOT
3 and the Transportation Board. Our region is investing heavily
4 in transportation infrastructure based on locally approved voter
5 initiatives in 2018. These projects include the Fourth Street
6 corridor, the Lone Tree corridor, and dozens of other projects
7 in our community.

8 We also appreciate the State's investment in
9 widening the Fourth Street Bridge, other bridges in the I-40
10 corridor, and continuing to study Milton Road.

11 We also want to recognize ADOT's bridge slide
12 technique used to widen the Fourth Street Bridge over I-40.
13 Thanks to this innovative technique, significant aspects of the
14 construction impact were reduced to only 17 days, which is
15 extraordinary.

16 I want to call special attention to the Rio de
17 Flag Bridge project, which is Item 3L on page 14 of your packet.
18 We thank ADOT for including the Rio de Flag Bridge in their
19 five-year plan and committing to funding to it this year. The
20 partnership is critical, as the City of Flagstaff has already
21 spent \$678,000 on excavation to support this project and
22 1.3 million for utility relocation, and it's a critical project
23 for the Flagstaff Rio de Flag flood control project, which is in
24 partnership with the Army Corps of Engineers, as we will start
25 construction for that flood control project next year.

1 Although economic times are uncertain, the need
2 for transportation infrastructure is not. We have both
3 programmed in our region, strong local support, and are looking
4 forward to continued partnership with ADOT, the private sector,
5 and other local governments as we lean into the current COVID-19
6 situation and continue forward momentum.

7 And with that, I thank the Board and ADOT for
8 your service to our communities of Arizona. Thank you.

9 CHAIRMAN HAMMOND: Thank you, Mr. Odegaard.
10 Floyd?

11 MR. ROEHRICH: The next speaker is Vice Mayor
12 David Lane. Vice Mayor Lane, could you please raise your hand
13 so we could unmute you?

14 MS. ESTELLE: Thank you, Floyd.

15 Vice Mayor Lane, this is Haley. I see that you
16 have your hand raised. I'm going to go ahead and unmute your
17 line. Vice mayor, you're live with the Board.

18 MR. LANE: Thank you, Haley.

19 Good morning, Chairman Hammond, members of the
20 Board. Thank you for taking the time to hear from us today. As
21 you know, the meeting was scheduled to be held here in Lake
22 Havasu City. We are very disappointed that we couldn't host you
23 here in our beautiful city. We'd like to take a few moments
24 just to thank the Board for their ongoing efforts with traffic
25 safety and roadway preservation.

1 During this past year, we've moved forward on a
2 project on State Route 95 at Kiowa Avenue which repaved the area
3 around the intersection. This has drastically improved the area
4 and will lead to fewer automotive repair bills for our citizens.
5 Thank you, Board Member (inaudible), for coming to Lake Havasu
6 City and visiting the project. We're hoping to proceed with the
7 next phase, which will install a signal light at a driveway into
8 the adjacent shopping center. The Lake Havasu MPO has the funds
9 to finance the project. We're ready to move forward with your
10 approval.

11 I'd like to thank the local Arizona Department of
12 Transportation engineer, Alvin Stump, for all of his hard work
13 and partnership with this project. I'd also like to thank
14 assistant state engineer for the traffic operations and safety,
15 George Williams. Mr. Williams took time from his schedule, came
16 up to Lake Havasu and spent several hours with me looking at the
17 project to obtain firsthand knowledge of the dangerous issues
18 our drivers are facing. Lake Havasu City is very fortunate to
19 have representatives of ADOT here in our region who work with us
20 as part of our team and advocate on our behalf.

21 There is a project, though, that is in need of
22 your help. State Route 95, as it passes through Lake Havasu
23 City, has been neglected for many years. The preservation of
24 the roadway is desperately needed, and now is the time to act
25 while there's still a road bed to be preserved. Had we attended

1 to the process of preserving State Route 95, the initial Kiowa
2 project may not have been needed. As we moved forward,
3 preservation of existing infrastructure, it will save tax
4 dollars in the long run. We ask you for your support and
5 attention on this project.

6 Thank you again for allowing me to speak. We
7 hope to have in-person meetings soon, and we welcome any visit
8 to Lake Havasu City by members of the Board. Thank you again.

9 CHAIRMAN HAMMOND: Thank you, Vice Mayor Lane.
10 Floyd?

11 MR. ROEHRICH: The next speaker is Mr. Vinnie
12 Gallegos, Executive Director of CY -- or excuse me -- Lake
13 Havasu MPO. Mr. Gallegos, could you raise your hand?

14 MS. ESTELLE: Thank you, Floyd.

15 Mr. Gallegos, I see that you have your hand
16 raised. I'm going to go ahead and unmute your line. And you're
17 live.

18 MR. GALLEGOS: Thank you very much.

19 Good morning, Mr. Chairman, members of the Board.
20 I wanted to take a moment to thank you for your service. Before
21 the pandemic you already had a very difficult job in addressing
22 transportation needs for Arizona against the lack of resources.
23 Now, in the pandemic, you face a great deal more of uncertainty
24 and strain in these discussions. Due to the limited resources,
25 the locals, including the MPOs and COGs, recognize the greater

1 need for partnerships in an effort to deliver projects. The
2 Lake Havasu City MPO is committed to partnering with ADOT for a
3 traffic signal on State Route 95 in the heart of Lake Havasu
4 City. The intersection is at State Route 95 and Kiowa
5 Boulevard.

6 Just a little brief background. Recognizing the
7 need for safety improvements, the MPO worked with ADOT and
8 committed over \$1 million to improve this intersection of the
9 state route with a 1,000 foot median down SR-95 as part of the
10 project. We identified a new traffic signal, which Vice Mayor
11 Lane just referred to a few moments ago, that is just north of
12 the state route intersection, but it is on the state route
13 system.

14 Unfortunately, the traffic signal was excluded
15 from the project due to not meeting the more restrictive benefit
16 cost ratio for the HSIP funds. The MPO board, along with Vice
17 Mayor Lane, who sits on our board, remain committed to this
18 project and approved to go ahead and fully fund the traffic
19 signal using our STBG funds, Service Transportation Board grant
20 funds. The project was and is programmed for fiscal year '19
21 design, fiscal year '20 construction.

22 Today I'm here to ask for the State Board's help
23 in this project. The project's currently in -- with internal
24 discussions with ADOT staff. We appreciate the support and the
25 cooperation of our local ADOT staff, especially through district

1 engineer Alvin Stump. But if the State Board would assist us
2 and support us talking with staff and helping us to move the
3 project along, again, the MPO, along with Lake Havasu City, is
4 committed to this safety project at this -- just north of the
5 intersection of Kiowa and SR-95, and has committed to fully fund
6 the traffic signal on the state route system. So again, thank
7 you very much for your time and service.

8 CHAIRMAN HAMMOND: Thank you, Mr. Gallegos.

9 Floyd?

10 MR. ROEHRICH: Our next speaker is Mr. Kee Allen
11 Begay, Navajo Nation Council. Councilman Begay, if you could
12 raise your hand, we can unmute you.

13 MS. ESTELLE: Thank you, Floyd.

14 Council Member Begay, I see that you have your
15 hand raised. I'm going to go ahead and unmute your line. When
16 I do that, you're going to get some feedback on your phone
17 indicating that you've been unmuted. And you're live.

18 MR. BEGAY: Good morning. This is Kee Allen
19 Begay, Junior with the Navajo Nation. I just want to say good
20 morning and hope everyone's safe.

21 ADOT Board, Chair, board members, ADOT
22 administrators, ADOT district managers and everyone that are
23 listening, I'm calling in from Many Farms, Arizona, with a ZIP
24 code 86538. I continue to advocate and request for road
25 improvement within the right-of-way within the Navajo Nation.

1 Specifically I'd like -- am requesting for
2 assistance for the ADOT to clean some of the right-of-way area
3 within the Many Farms and Chinle area. I also continue to
4 request for input and recommendation regarding proposing several
5 streetlights at intersections within the Northeast District on
6 Highway 191. So that's the -- this entire length of 191 going
7 north, from I-40, Sanders, Arizona into Mexican Water.

8 I've been -- also been advocating for support.
9 We have wrote a letter. The Navajo Nation has support
10 requesting the Arizona Governor to select 191 as one of his
11 initiatives to be one of the smart highways as he -- the
12 Governor had selected all the interstate to be the smart
13 highways across the state of Arizona. So we'd like to get
14 support, if possible, for the Governor to select 191 as one of
15 his smart highway initiatives.

16 We're still waiting. I don't know if ADOT has
17 received a response back from Washington, D.C., the Federal
18 Highway Administration regarding the BUILD grant, but we're just
19 waiting to see if our application -- if the application was
20 submitted -- I mean, if it was approved or selected to be one of
21 the projects.

22 So that's basically my overall request, continued
23 support from ADOT board members, and I just want to remind that
24 we need to submit our Census 2020 information to be counted. So
25 that's my report, and again, this is Kee Allen Begay, Junior,

1 with the Navajo Nation. Thank you very much.

2 CHAIRMAN HAMMOND: Thank you, Mr. Begay, and I'm
3 disappointed we weren't able to have a board meeting up in your
4 neck of the woods, too. Another beautiful area of the state.

5 Floyd?

6 MR. ROEHRICH: Mr. Chair, the next speaker
7 request we got was from Mark Ruiterman. He is listed as citizen
8 of Prescott, Yavapai County. Mr. Ruiterman, if you could please
9 raise your hand and we could have you unmuted.

10 MS. ESTELLE: Good morning, Mr. Ruiterman. I see
11 that you have your hand raised. I'm going to go ahead and
12 unmute your line. When I do that, you'll get a notification on
13 your phone that you've been unmuted. And Mark, you're live.

14 MR. RUITERMAN: I'm sorry. This is Mark. Can I
15 begin?

16 MS. ESTELLE: Yes. Please do.

17 MR. RUITERMAN: Thank you.

18 Good morning, everyone. My name is Mark
19 Ruiterman, and I reside in Yavapai County at Prescott Canyon
20 Estates, that has Prescott Canyon Drive as its only entrance to
21 and exit from Highway 69.

22 I'm speaking to the program named Prescott Lakes
23 Parkway to Frontier Village on page 103 on the tentative five-
24 year plan, which adds two lanes to the main segment and impacts
25 the intersection of -- impacts the intersection of Prescott

1 Canyon Drive and Highway 69. Currently, at that intersection, I
2 see three safety features that I would like to see remain after
3 the highway modification. The features are, in order in my
4 importance, in my opinion, are -- there's a median strip used
5 for eastbound traffic to make left-hand turns into the Prescott
6 Canyon Drive. There's a dedicated right-hand turn lane for
7 westbound traffic into Prescott Canyon Drive, and this was a
8 kind of minor one, but there's a stripe island at the right-hand
9 turn only for the Prescott Canyon entry into Highway 69.

10 Anyhow, so those -- I kind of see those as kind
11 of important in terms of safety for people, you know, exiting
12 and entering the Canyon Estates, and hopefully the -- you know,
13 everyone involved with the planning and execution of the
14 modifications would -- you know, would have the above, you know,
15 work, impact as little as possible the community members and law
16 enforcement and any medical assistance that might be needed
17 throughout the time, and that's all I have to say. I just
18 wanted to state that.

19 CHAIRMAN HAMMOND: Thank you very much,
20 Mr. Ruiterman.

21 Floyd?

22 MR. ROEHRICH: Thank you, Mr. Ruiterman.

23 Mr. Board Chair, the last speaker request we got
24 was from Chris Bridges, the administrator for the Central
25 Yavapai Municipal Planning Organization. He ended up not being

1 able to be here at the time to speak, but he did ask that we
2 acknowledge that his request to speak was in support of keeping
3 the Interstate 17 and State Route 69 widening project in the
4 five-year program. That was going to be his topic. He did not
5 want to speak. And Mr. Chair, that is all the speaker requests
6 I have.

7 CHAIRMAN HAMMOND: Okay. Thank you all speakers.
8 It's always good to hear from you. It would be nice to be able
9 to see you here before the end of my term, which is December,
10 but we'll see what the rest of the year brings.

11 Moving on to Item 1, the director's report. This
12 is for information and discussion. Does the director have a
13 report today?

14 DIRECTOR HALIKOWSKI: Thank you, Mr. Chairman. I
15 appreciate you recognizing me. I don't have a report today.
16 I'm going to turn it over to Katy Proctor, because we want to
17 discuss what's happening legislatively, as it does affect any
18 risks as we approach approval or discussion, I should say, of
19 our five-year program.

20 So Katy, I'm going to turn it over to you to give
21 us some idea of what's happening in Congress.

22 MS. ESTELLE: Katy, if I can have you stop for
23 just a moment. We can't hear you. Can you make sure that your
24 phone is unmuted?

25 MS. PROCTOR: Yes. Sorry about that. I double

1 muted myself.

2 MS. ESTELLE: Thank you.

3 MS. PROCTOR: Good morning, members. My report
4 for today is going to be primarily federally based. Congress
5 returned this month from their recess, and they continue to
6 start and stall conversations related to any kind of COVID
7 relief. That's taking the front and center place right now with
8 all of the negotiations.

9 Once again, this week they were unable to
10 negotiate an agreement. So they've left for the weekend without
11 anything on COVID. However, at the same time we do expect a
12 draft continuing resolution to maintain government spending at
13 the current level today. An agreement was reached earlier this
14 month to avoid any kind of a shutdown, so they will use this
15 continuing resolution to continue current levels of spending.
16 It's envisioned to be a clean continuing resolution with no
17 add-ons, including no additional COVID relief items.

18 The only question that's kind of emerged over the
19 last week with the continuing resolution will be whether or not
20 it goes through December or into early next year, and that's
21 depending on the camp that you talk to. Republicans would like
22 for it to end in December. Democrats right now have been asking
23 to extend it to February or March. The last conversation,
24 apparently last night, seemed to center more around a December
25 agreement.

1 Sufficient back filling for the state highway --
2 or the -- excuse me -- the Highway Trust Fund is also a
3 continuing concern in the Capitol conversation. The impact of
4 COVID on the HTF took a difficult situation and made it a lot
5 worse. So Congress will need to act to ensure that there are
6 enough funds in the Highway Trust Fund as well to continue those
7 timely payments, and we expect to see some kind of transfer on
8 that towards the end of the year as well, and that concludes my
9 report.

10 CHAIRMAN HAMMOND: Thank you, Katy.

11 DIRECTOR HALIKOWSKI: So, Mr. Chairman, I don't
12 have anything else to add on the director's report. As we get
13 into discussion of the five-year plan, I'll have some comments
14 there, but suffice to say that the continuing resolution is
15 critical step one, but Congress then making sure the HTF stays
16 solvent is really step two, because if they don't take any
17 action to boost the HTF, we will eventually see distribution to
18 slow down, as revenues will not be able to keep the HTF above
19 the \$4 billion mark in the future.

20 So that concludes our report, Mr. Chairman.

21 CHAIRMAN HAMMOND: Thank you very much, Director.

22 All right. Any board member have any questions
23 for John or Katy?

24 Okay. Hearing none -- and by the way, I'll try
25 to pause about three seconds for questions, so if you're muted,

1 You get a chance to unmute before I continue.

2 But we'll now move to the Item 2, the district
3 engineer's report with Alvin Stump, the Northwest District
4 Engineer. Alvin. This is for information and discussion only.

5 MR. STUMP: Okay. Good morning, Mr. Chairman,
6 Board and Director. I'm going to give the brief update across
7 the district.

8 If you could go to the next slide.

9 So currently we're working on the -- on US-93,
10 the Carrow Stephens project, just north of Wikieup, which will
11 add about three lanes of -- four-lane divided highway to 93.
12 Also up on 93, north of Kingman, we have our 11th Street to
13 Windy Point shoulder widening and pavement pres. project. That
14 will be wrapping up this fall. Also, Carrow Stephens will wrap
15 up this fall, and then we're -- we have a couple of local
16 projects. One in Dolan Springs on Pierce Ferry Road for
17 widening and intersection improvement. Also, in Lake Havasu,
18 just getting started, we have a pedestrian HAWK at the
19 intersection of Acoma Boulevard and Pima Boulevard.

20 Can you go to the next slide?

21 Just a quick couple of pictures of the new
22 alignment of the Carrow Stephens project.

23 Next slide, please.

24 And this is the Dolan Springs project. You can
25 see the construction of the multiuse path adjacent to the

1 highway.

2 Next slide, please.

3 Then we have several projects coming up here
4 starting up this fall. A lot of modernization projects. In
5 Bullhead City and Fort Mohave, we have two raised center median
6 projects. One is between 7th Street and Aviation Way. The
7 other one is from Aztec Road to the South Bullhead City Parkway.
8 Also on SR-68, we have a safety project to construct guardrail
9 and install additional signage. And another project just
10 getting underway up north on 93 is to construct shoulder
11 widening in the southbound direction. And on I-40, we have a
12 sizable bridge deck reconstruction project, which will
13 essentially reconstruct bridge decks between roughly Milepost 23
14 and 40 at five different locations. And then we have two signal
15 projects coming up. One is on 69 at Spring Lane in Spring
16 Valley, and the other one is in Chino Valley at Road 1 North on
17 89.

18 Next slide, please.

19 Then we have some more bridge projects coming up.
20 On I-40, we have three different ones coming up next year. One
21 is west of Seligman at Anvil Rock Road TI. Another is in
22 Seligman at the east Seligman interchange, and then to the east
23 further -- closer to Ash Fork is the Pineveta Draw. And down on
24 I-17 at Dugas Road, we're going to be doing the scour project on
25 Ash Creek Bridge.

1 Next slide, please.

2 And as far as our future expansion projects that
3 have been in -- developed at some level, we have our I-40/US-93
4 west Kingman interchange. On 69, the Prescott Lakes Parkway to
5 Frontier Village. On I-17, we have our Anthem to Sunset Point.
6 And also on 93, down in Wickenburg, our gap project. The -- one
7 note on that. The Project A portion or the developer-funded
8 portion is planned to advertise this month.

9 Move forward. Next slide, please.

10 And last already mentioned earlier, the key
11 project of interest for Lake Havasu City is their driveway north
12 of the Kiowa intersection. Basically, the volume of traffic
13 utilizing this intersection is of a concern. A signal warrant
14 study has been completed and has been evaluated in ADOT. So
15 we'll have -- be having more discussion on that in the near
16 future.

17 Next slide, please.

18 And that's the end of it. I'll take any
19 questions anyone may have.

20 MR. ROEHRICH: Mr. Chair, you're muted if you're
21 talking. It looks like you're trying to speak, but you are
22 muted.

23 CHAIRMAN HAMMOND: I asked if any board member
24 had any questions of Mr. Stump.

25 Okay. Hearing none, let's move on. Thank you,

1 Alvin.

2 Let's move on to Item 2, which is the district
3 engineer's report, again, with Mr. Stump. This is for
4 information and discussion.

5 MR. ROEHRICH: Mr. Chair --

6 CHAIRMAN HAMMOND: Wait a minute. I'm sorry.
7 I'm sorry.

8 MR. ROEHRICH: -- we're on the consent agenda.

9 CHAIRMAN HAMMOND: Yep. I'm sorry. I'm sorry.
10 Can I say it again? I'm sorry.

11 Okay. Consent agenda. Does any member want an
12 item removed from the consent agenda for discussion?

13 Okay. Hearing none, I would entertain a motion
14 to approve the consent agenda as presented.

15 MR. ELTERS: Mr. Chairman, I so move.

16 MR. THOMPSON: Second.

17 CHAIRMAN HAMMOND: Okay. I heard the first come
18 from Board Member Elters and the second coming from Board Member
19 Thompson. Do I have that correct?

20 MR. ELTERS: Yes.

21 MR. ROEHRICH: Mr. Chair, that's how I understood
22 it. Yes.

23 CHAIRMAN HAMMOND: All right. Any further
24 discussion?

25 Floyd, would you conduct the roll call.

1 MR. ROEHRICH: Vice Chair Stratton.

2 MR. STRATTON: Aye.

3 MR. ROEHRICH: Mr. Thompson.

4 MR. THOMPSON: Aye.

5 MR. ROEHRICH: Mr. Elters.

6 MR. ELTERS: Aye.

7 MR. ROEHRICH: Mr. Knight.

8 MR. KNIGHT: Aye.

9 MR. ROEHRICH: Mr. Searle.

10 MR. SEARLE: Aye.

11 MR. ROEHRICH: Ms. Daniels. Ms. Daniels. You're
12 muted, Ms. Daniels.

13 MS. ESTELLE: This is Haley. I'm going to go
14 ahead and unmute Ms. Daniels. One moment. Ms. Daniels, can you
15 hear us?

16 MS. DANIELS: Aye.

17 MS. ESTELLE: Thank you.

18 MR. ROEHRICH: Thank you. And Chair Hammond.

19 CHAIRMAN HAMMOND: Aye. Okay. Motions carries.

20 All right. Let's move on to Agenda Item 4, which
21 is for information and discussion only. It's the financial
22 report from Kristine Ward, our chief financial officer.

23 Kristine, good morning.

24 MS. WARD: Good morning, Mr. Chair. Good
25 morning, board members.

1 So I will be reviewing with you the financials
2 that form the basis for the '21 through '25 redeveloped program,
3 and then I will be handing it off to Greg to discuss the
4 projects itself -- the program itself, but I'd first like to
5 start by checking with the Director.

6 Director, did you want to say a few words first
7 off?

8 DIRECTOR HALIKOWSKI: Yes. Thanks, Kristine.

9 So, Mr. Chairman, I just want to thank you and
10 the Board as we have wrestled through our first pandemic five-
11 year program to submit to you, but I also want to thank the
12 staff, because since we've been hit with this pandemic and
13 financial crisis, a lot of work has gone into trying to get a
14 stable picture of what our future revenues are going to be
15 looking like. And, of course, thanking all our partners who
16 work to consult with us on these financial forecasts.

17 As you've heard from the speakers today,
18 preservation remains a very big issue in rural Arizona, but also
19 in our urban areas. And as we listen to some of the issues
20 surrounding SR-95, those are really indicative of what's going
21 on around the state with our system. And as Mr. Begay asked for
22 cleaning on 191, we are constantly getting more and more
23 requests for maintenance. Our system is, as you know, worth
24 about \$22 billion as it sits on the ground today, which
25 represents a huge investment for Arizona.

1 So this plan that Kristine is about to discuss
2 the financials on, and then Dallas and Greg following on
3 projects, will not be without its impact, as you will see. And
4 what is concerning to us as we look at our situation is we have
5 more and more of our infrastructure going from good to fair,
6 fair to poor. So we will see impacts as we present this recast
7 plan in a couple of areas that I want you to keep in mind as
8 we're talking about it. And one of those will be the operations
9 funds that ADOT has for maintenance and preservation of the
10 system. So as we listen to speakers today asking for more in
11 this area, unfortunately, to make sure that we have a balance
12 financially in the future, we're going to see some reductions.

13 The other area is the cash balance that we carry
14 in the State Highway Fund that essentially is our checking
15 account to pay bills and run our operations. We're going to
16 have to tighten our belts further and work on a much thinner
17 margin than we have in the past, which means that impacts, even
18 smaller ones that may affect us, will definitely have some
19 effect on our ability to respond because of the lesser cash
20 balance.

21 The other thing is that you'll see some
22 reductions in our flexibility and capability to apply for
23 grants, which I think is concerning, because if new revenues do
24 come from Congress, we want to be in a competitive mode to be
25 able to apply for those. And then, of course, you will see some

1 projects that we are just not able to fit in based on our
2 current revenue system.

3 So I want to keep those things in mind that this
4 recast is not without impact. There are risks moving forward
5 based on what the federal government may do. There are risks
6 moving forward next year based on what the economy and the
7 pandemic effects are on it, but we feel comfortable today that
8 we have a stable projection for you that we believe we can move
9 forward on.

10 So again, Mr. Chairman, thank you and the Board
11 for your patience as we have worked through this over the past
12 several weeks.

13 Kristine.

14 MS. WARD: Thank you, sir.

15 Rhett, if you can go to the next slide.

16 Board members, I'd like to just take a few
17 moments and go over and review FY fiscal year '20 with you,
18 letting you know how we ended the fiscal year, and the economic
19 conditions under which we are reforecasting this program.

20 Rhett, if you'll go to the next slide.

21 So it's a little hard to believe given the nature
22 of what we've been going through that it's actually only taken
23 place over -- we have been dealing with a pandemic-centered
24 world for only seven months. I -- personally, it seems much
25 longer to me, with World Health Organization having declared a

1 global pandemic at the beginning of March. Then we had COVID
2 cases growing by triple digits in March, and now they have
3 slowed to 5 percent in the August time frame, both nationally
4 and in Arizona. We had stay at home orders put in place. Then
5 we had them lifted. Then we had them re-put in place and lifted
6 again. School districts closing and then struggling to define a
7 model for reopening. Leaving parents working at home and also
8 teaching at home in this new world. The situation has put us in
9 some very unprecedented economic times.

10 If you would, the next slide, please.

11 These times have led to, again, this word
12 unprecedented action by Congress, and strikingly, unusually
13 swift action by Congress as they have striven to stem impacts of
14 the economic shutdown and associated unemployment. In the end
15 of March, we saw the passage of a 2.2 trillion CARES Act that
16 included IRS issuing \$153 million -- 153 million stimulus checks
17 for 1,200-plus dollars. Those were sent out in April, and now
18 we find ourselves with a second round of stimulus still being
19 debated.

20 We had expanded unemployment eligibility and
21 significant increases to benefit. The \$600 premium for those
22 who faced unemployment. That expired, and then it was partially
23 reinstated in -- on August 8th as, again, the President came
24 through and did that partial reinstatement of the \$300. The
25 eviction moratoriums were passed. Those have expired, and then

1 on -- just as late as September 4th were reinstated, and then
2 the Federal Open Market Committee dropping the fed fund rate to
3 0.25 percent.

4 To give you a little context -- oh, I'm sorry.
5 Could you go on to the next slide, Rhett?

6 All of these measures to prop up the economy --
7 prop up the economy, keep in mind that in February we were
8 sitting in a very strong economy with 3.5 percent unemployment,
9 and by April, that unemployment figure had grown to 14.7
10 percent, and now it sits at 8.4 percent. And in this situation,
11 we have all struggled and continue to struggle, to some extent,
12 to predict the revenue impacts of COVID, with certain -- with
13 margins of error ranging plus or minus 50 plus percent.

14 Next slide, please.

15 The slide you see before you, please note the
16 grayed areas. To provide some context, what this shows you is
17 unemployment rates during the Great Recession compared to what
18 we have recently experienced with COVID, and you'll see that
19 spike in those last few months. As mentioned, nationally, we
20 went from a 3.5 percent in February to almost 15 percent
21 unemployment in April, now having come down to 8.4 percent. In
22 Arizona, we went from a February unemployment rate of
23 4.4 percent, spiked in April to 13.1 percent, and in most recent
24 numbers, the most recent numbers we have, July's numbers, sits
25 at almost 11 percent unemployment.

1 Next slide, please.

2 In the preparation for our revenue forecasting,
3 we are often doing various analysis. This is one that stood out
4 to me. What you're looking at is the monthly passenger traffic
5 through Phoenix Sky Harbor covering January 1999 through July
6 2020. The shaded areas -- I don't know that everyone will be
7 able to read this, but I hope you can -- the shaded areas
8 depict -- that first shaded area depicts September 11th, 9/11
9 when we had the attacks. And then you can see the next shaded
10 area represents the Great Recession. That final shaded area all
11 the way to the right reflects COVID. We have gone from a range
12 of 2.5 million to 4.5 million passengers per month to less than
13 half a million running through Phoenix Sky Harbor.

14 Next slide, please.

15 What this chart depicts, we got this data from
16 Google, and it depicts mobility within the U.S. Ground
17 transportation, of course, has taken a considerable hit. And so
18 in March what we were looking at was US retail and recreational
19 travel was down 41.5 percent. Workplace travel, down 41 --
20 41.4 percent. And now we sit in August. Retail is still down.
21 Travel for retail is still down 14.1 percent, and workplace
22 travel is still down 30 percent. In Arizona, that's a very --
23 it's a very similar situation, where currently we find ourselves
24 down 19 and 20 percent respectively for retail and workplace
25 travel.

1 Next slide, please.

2 So where this leaves us in terms of the Highway
3 User Revenue Fund is that what this chart depicts is FY 2020,
4 fiscal year 2020 as we closed out. We were down -- when we
5 closed the year, we were down \$89 million. All -- \$89 million
6 below our forecast for 2020.

7 This next slide -- if you would, Rhett -- will
8 depict that on a month-by-month basis. And you can see -- it
9 clearly depicts -- you can see where COVID came in to the
10 numbers. In April, which reflects March's activity, we were
11 down 16.8 percent, May, 26.2 percent, and in June, 14.8 percent,
12 for a total shortfall -- revenue shortfall below forecast of
13 \$88.6 million in FY '20.

14 Now, to break down the sources, what that
15 \$89 million short, that's -- we brought in a total of almost 1.5
16 billion, but you can see \$1,480,000,000. Now, in terms of the
17 sources that flow into HURF, this is how they broke down for the
18 year. Thirty-five percent of the revenues flowing in came from
19 gasoline. 32 percent from VLT. 15 percent from use.

20 Going on to the next slide.

21 This shows -- what this slide will show you is
22 taking those revenues and breaking them down by category and
23 looking at where your shortfalls were. We actually had
24 shortfalls in every year -- in every category. Excuse me. In
25 gas, we were 3.9 percent behind forecast for the year. VLT, 4.6

1 percent, and so forth. Again, back to that 88.6 million behind
2 forecast, or 5.6 percent below.

3 Next slide please.

4 You'll recall and the Director just discussed it
5 with regard to federal funds, and Katy just gave you a report
6 out. In FY '20, I thought because federal funds are also such a
7 very large component of our statewide program in supporting the
8 construction program, it's good to report out to you where the
9 Highway Trust Fund ended in FY '20. And as you can see from
10 this chart, COVID did not spare the Highway Trust Fund either.
11 The ending balance for the Highway Trust Fund was 57 percent
12 below what it was in the preceding year.

13 Moving on to the next slide.

14 A good reason for that, as you all -- I found
15 this chart as we were looking amongst -- actually, my staff
16 found this as they were looking amongst the transportation data,
17 and we are seeing road traffic falling down to 1995 levels
18 across the country.

19 Going on to the next slide.

20 The Regional Area Road Fund fared -- has fared
21 this circumstance much better than the Highway User Revenue
22 Fund. If you'll hold on one moment. We experienced 4.8 percent
23 growth for FY '20, and that was just 1.3 percent below
24 forecast -- if you'll go on to the next slide -- for a total of
25 491 million in revenues.

1 You can see on the next slide where we broke down
2 how those revenues broke down -- Rhett, give me one more
3 slide -- and where we saw the decreases in what you would
4 expect. Retail sales -- this was not what we expected. Retail
5 sales were actually ahead of -- not ahead of forecast, but they
6 still grew at 3.3 percent. But if you go further down on the
7 chart, you can see restaurant and bar, as you would expect, took
8 a significant hit, 11.3 percent, rental of real property down
9 9.1 percent, and so forth. Contracting was almost dead on
10 forecast. For a total, we were 6.6 million, or 1.3 percent,
11 below our forecast for the year for FY '20.

12 Now, some of the discussion has been that, oh,
13 we're not anticipating that since retail sales were -- have been
14 going on well, that oh, maybe things are not as bad on the HURF
15 side. What this chart depicts, we were kind of curious to
16 distinguish the difference between these two revenue categories,
17 and what this chart depicts is gas sales as compared to retail
18 sales, and what you'll see here is that retail sales in the
19 month of May -- the month of May was the only month in which we
20 saw a negative growth. However, if you look at May, likewise,
21 to gas, you'll see that gas sales -- gas tax revenues were down
22 38.1 percent.

23 So with the Highway User Revenue Fund, we have a
24 very different animal than we do with the Regional Area Road
25 Fund, and because of those changes in mobility, because of the

1 changes we have seen with the schools and remote learning, what
2 you're -- this is depicted on this chart. We are seeing
3 significantly more decreases in gas and not the decreases in
4 retail sales. In fact, one very interesting fact, when we
5 finished -- we got a retail sale -- we got our revenues -- RARF
6 revenues last month, they were very similar to the numbers we
7 received in December of 2019. It was Christmas in July, and
8 that is not what we would have predicted. Apparently people are
9 staying home and spending their stimulus checks, as well as the
10 dollars that they are not spending on gas. So I wanted to spend
11 just a moment and review the forecasting process that went into
12 providing you the forecast that you'll be looking at to form the
13 basis for this program.

14 Next slide, please.

15 This year we had 11 participants on the -- what
16 we call the RAP panel, the Risk Analysis Process panel, and this
17 is a group of transportation experts and economists that we
18 gather once a year, and they provide us a series of forecasts on
19 some factors that we have found to correlate to the -- heavily
20 correlate to HURF's revenues. Things like non-farm employment,
21 personal income growth, population growth. On that panel,
22 you'll notice on this slide that those little blue chips that
23 are beside those panelists' organizations, these same folks are
24 also, if you're familiar, on the Western Blue Chip panel, and so
25 this group has been around -- Western Blue Chip has been around

1 for a number of years and is quite an experienced group of
2 economists and -- of economists.

3 The next slide, if you would, Rhett.

4 What this slide shows you is each of those
5 panelists then provide us a series of estimates for the various
6 factors. In this particular sample, what they have provided us,
7 what I'm showing you, is the panelist estimates for personal
8 income growth over the next 20 years. They do -- they provide
9 us the same growth rates for a number of factors, as I just
10 mentioned. Those factors are then provided to our consultant,
11 HDR, who then runs them through a model and -- a simulation in
12 which we are then provided a series of probabilities that we
13 will realize revenues at these levels. The group historically
14 has been quite accurate in their forecasts.

15 Rhett, if you would go to the next slide.

16 What this slide shows you is these are within a
17 bandwidth of plus or minus 5 percent. These are the results
18 that occur when we are forecasting ten years out. These are the
19 -- when the panel is forecasting here, we sit in 2020, they --
20 and they are forecasting out into 2030 -- 2030, excuse me. This
21 provides you some input into the level of accuracy to forecast
22 revenues ten years into the future. It is -- this represents
23 the HURF bounds and the HURF accuracy.

24 If you go to the next slide, Rhett.

25 We have got similar accuracy levels on the

1 Regional Area Road Fund. Where you see variances is where you
2 have very unusual situations like a Great Recession, and of
3 course, now we sit in an unprecedented pandemic. We will hope
4 for a more accurate set of forecasts as we have experienced in
5 the past.

6 All right. However, it should be noted, if you
7 go down on the next slide, what this slide shows you is I told
8 you about the Western Blue Chip consortium. What this -- this
9 group of economists do estimates, provide estimates every month
10 that the panel gets together, and they predict -- they forecast
11 current and -- the current fiscal year -- the current calendar
12 year and the subsequent calendar year on a number of factors:
13 Personal income, retail sales, employment, population growth,
14 for a few examples.

15 What this chart depicts is how they have modified
16 those forecasts each month since the onset -- since January. So
17 each one of those groups of bars shows the modifications to the
18 forecast for that particular factor, personal income, retail
19 sales and on forth. The point of this is to -- while we have
20 employed the -- a large degree of expertise and rigor in these
21 forecasts, we cannot emphasize enough that we are in
22 unprecedented and uncertain times. That being said, these are
23 the best forecasts and the most solid information, current
24 information that we have.

25 Moving on, first off, about the Highway User

1 Revenue Fund and that forecast -- if you go to the next slide,
2 Rhett -- so the impact of the most recent results from the RAP
3 panel reduced the HURF forecast for the '21 to '25 program by
4 \$500.9 million, or 5.8 percent, and what this chart depicts is
5 those changes in revenue forecasts by year. You'll see in FY
6 '21 it brings the revenue forecast -- original revenue forecast
7 down by 111 million, '22, 114 million, and so forth.

8 When we go to the Regional Area Road Fund -- on
9 the next slide. Excuse me. I'm sorry. You'll recall from the
10 Highway User Revenue Fund that HURF has a number of
11 beneficiaries: Cities, towns, counties. It also -- one of
12 those beneficiaries is the State Highway Fund. The State
13 Highway Fund is that -- is the -- are the funds that actually go
14 in to support ADOT's operating costs as well as the highway
15 construction program that's going to be presented to you here
16 today.

17 The impact of the reduced HURF forecasts
18 therefore impacts all of the beneficiaries of HURF and the state
19 -- naturally, the State Highway Fund. The impact of the reduced
20 revenue forecast results in \$206 million less available to the
21 State Highway Fund to support operating costs as well as the
22 highway construction program.

23 Moving on to the next slide.

24 Regional Area Road Fund -- one more for me,
25 Rhett. The Regional Area Road Fund did not -- the forecast did

1 not take as much of a decrease. RARF forecasts were reduced
2 over the five-year period by 68.2 million, or 2.1 percent.

3 Moving on to federal funding and our assumptions
4 there.

5 Next slide, Rhett. Then one more.

6 The Director covered with you, and Katy mentioned
7 as well the challenges we are facing with the Highway Trust
8 Fund. CBO, the Congressional Budget Office, in the last week,
9 put out their forecast for the trust fund, and what you are
10 looking at is the projected trust fund balance -- balances
11 through 2030 if Congress does not act and infuse dollars into
12 the fund or deal with the ongoing structural deficit of the
13 fund.

14 In April the FHWA CFO came out and gave a report
15 on the Highway Trust Fund, and at that time he was looking at
16 revenues that were 46 percent below forecast. The result of
17 this -- the pandemic and the impact on mobility is impacting the
18 Highway Trust Fund, much as it is the Highway User Revenue Fund
19 here at this state. However, the Highway Trust Fund is actually
20 even more dependent on fuel tax sales than HURF. So what you
21 see here is ending balances in the trust fund ranging from a
22 negative balance, anywhere from negative 14, all the way up to
23 negative \$27 million. This has been a historic problem that
24 Congress has dealt with by transferring dollars from the federal
25 General Fund into the Highway Trust Fund in order to keep it

1 solvent. Sometimes they run a little behind on getting those
2 infusions established.

3 If you go to the next slide.

4 If you're not aware, the way the federal funds
5 work are that the State Highway Fund -- the departments must
6 first pay the expenses up front, and then we are reimbursed from
7 the federal government from FHWA. What you're seeing on this
8 chart is the -- as I mentioned, the CFO of FHWA -- throw a few
9 acronyms at you -- the chief financial officer for FHWA, Federal
10 Highway Administration, brought us this presentation in April or
11 May, and what this depicts is when they anticipate the Highway
12 Trust Fund to fall below \$4 billion. The Director mentioned
13 this earlier in this meeting.

14 The significance of that \$4 billion is that when
15 the Highway Trust Fund falls below that cash threshold, they
16 implement what they call cash management measures. And
17 basically, in short that means they start delaying reimbursement
18 to the State. Meaning the funds that we have -- we expend on
19 the programs, those reimbursements of those funds slow down, and
20 we become all the more dependent on cash balances.

21 So in light of this situation, what we have built
22 into the five-year program is -- next slide, please, Rhett -- is
23 flat growth for federal -- our federal funding forecast. We do
24 not anticipate an increase in federal funding given these
25 circumstances that I've explained, but nor do we estimate or are

1 we planning on a decrease in federal funding given the necessity
2 and the volume of stakeholders associated with transportation.

3 So next slide, please.

4 Now let's go into -- having covered the State
5 Highway Funds available for the program, having covered the
6 federal funds available for the program, I want to go into this
7 is the program itself. You will see that the HURF swap is
8 continued. You will see also see on this sheet I want to point
9 out that we will be able to utilize the INFRA grant that we were
10 very concerned about having sacrificed, because we will be able
11 to continue the I-17 project.

12 The next slide, as to what we will -- this
13 communicates the size of the program. In 2021, our program size
14 will be about \$930 million, and so forth, you can see across the
15 rows here, for an \$850 million program in FY '25.

16 Let's briefly cover the funding gap and how we
17 mitigated those losses.

18 So one of the things I hadn't mentioned earlier
19 that I need to is that when -- board members, you will recall
20 that I come to you on some routine basis to come and issue
21 bonds, and you -- and seeking your approval, your authority to
22 issue bonds in support of the program. Those bonds, when we
23 issue bonds, those bonds are leveraging State Highway Funds. We
24 are leveraging future State Highway Fund, much like when someone
25 goes and seeks a mortgage loan from a bank. They are leveraging

1 their future income.

2 When we experience a decrease -- when we
3 experience a decrease in State Highway Fund revenues, we
4 likewise experience a decrease in bonding capacity, meaning we
5 can issue less bonds because we have less revenues to leverage.
6 As I mentioned that there was a \$206 million less State Highway
7 Fund available for the program. Likewise, because of that loss
8 of State Highway Fund revenues, there is also \$260 million less
9 bonding capacity. So the gap that we have had to address in
10 this program is a total of \$466 million.

11 We have addressed that gap through three primary
12 mitigation strategies. 206 million is associated with
13 constraining the department's operating budget and land building
14 and infrastructure budget. I think it's important to point out
15 here, and I think the Director emphasized this in his comments,
16 that when we talk about constraining that operating budget, we
17 need to keep in mind that the maintenance is a large, large
18 segment of the department's operating budget. It runs about 175
19 to \$190 million a year.

20 What we have done is when we forecast going
21 forward, what we anticipate the operating budget growth to be in
22 future years, we have constrained that growth to 2 percent, and
23 I would emphasize that that is -- that 2 percent growth is off a
24 much lower base. When the Legislature quickly passed a budget
25 this last session, they passed what was lovingly known as --

1 well, perhaps not so lovingly known as the skinny budget, which
2 baselined our budget and meant that we did not get base budget
3 increases for things -- for critical -- some critical items.
4 And so we are growing off of a much smaller base, and we were
5 growing in a -- at a very constrained percent. So the amount of
6 the impact of constraining that growth is that it saves
7 \$206 million over the five years of the program.

8 The next method we used to -- oh, sorry. Rhett,
9 no, I can understand why you went on, but I'm still on this one.

10 The next method to address the \$466 million gap
11 is that we have reduced the program size by \$175 million. Greg
12 will go over the -- those reductions and where they came from in
13 the program. And lastly, we addressed the \$466 million gap
14 through the use of State Highway Fund cash balances, as the
15 Director mentioned. This puts us in a much less flexible and
16 resilient position by drawing these balances down, but by the
17 same token, we are in one of those unprecedented situations in
18 which we felt it was the most prudent action. We will have to
19 see how the revenue estimates come in going forward to see if we
20 need to react further to this.

21 Rhett, if you'll go on to the next slide.

22 So what I presented to you has -- there are
23 risks. These are -- these revenue estimates are built on
24 assumption. We have a virus that is still happening, a pandemic
25 that is still happening, and we are still trying to assess the

1 economic impacts of the pandemic. We do not know how future
2 behaviors will change. Will people continue to remote work?
3 Will they continue to have groceries delivered? Have their base
4 level behaviors changed, the public? We're dealing with the
5 risks of the federal government and a long-term reauthorization
6 in the Highway Trust Fund cash balances. We run the risk of
7 state budget changes and legislative changes. Will they -- will
8 they pass more special distributions or will they pass fund
9 sweeps? All of these items, should they occur, stand to impact
10 these revenue estimates and the program on which it's built.
11 That's built upon those estimates.

12 So with that, I would be happy to take any
13 questions, and otherwise, turn it over to Greg for the review of
14 the program.

15 CHAIRMAN HAMMOND: Thank you very much, Kristine.
16 I want to especially thank you for the clarity of this
17 presentation and the quality of the detail. I found it very
18 informative. My suspicion is some board members will have
19 questions. So I'm going to open it up to questions from the
20 Board.

21 MR. ELTERS: Mr. Chairman.

22 CHAIRMAN HAMMOND: Yes. Board Member Elters.

23 MR. ELTERS: I -- couple of comments and a couple
24 questions, if I may. Both Director Halikowski and Kristine
25 mentioned patience and thanked the Board for their patience. I

1 just want to say patience is a two-way street. I would say both
2 the Board and the staff have been patient when faced with
3 uncertainty related to the revenues that we've been at since
4 about April of this year. So credit should go where credit is
5 due to everyone involved, both the staff and the Board for
6 staying the course with a steady hand and deferring the adoption
7 of the five-year program until now. While today we still have
8 uncertainty, some uncertainty, maybe a lot, I think we all have
9 a little bit more confidence in these projections and the
10 numbers that Kristine just shared with us. So -- and that is a
11 lot more than what we had back in May.

12 So Director, Kristine and all of staff, thanks
13 for your effort and for your patience as well. I think we'll
14 proceed forward with, like I said, more confidence than we had
15 back in May.

16 Now to my questions, if I may. Kristine, in one
17 of the slides that showed the VLT and the gas tax, it showed
18 both of them being down or experiencing a decline, and I guess
19 my question is was that for fiscal year '20, or did it include
20 '21? Because at the local level, we're seeing some numbers that
21 while -- that shows while the gas tax did decline indeed, as you
22 showed, the VLT has experienced a substantial increase. So I'm
23 curious to see if you can help clarify that point.

24 MS. WARD: Mr. Chairman, Mr. Elters, the slide
25 that you're referring to, I believe slide 12, did -- that does

1 reflect FY '20 actuals, and what we experienced was \$23 million
2 less in VLT than what we forecast. So 4.6 declines off of
3 forecast.

4 MR. ELTERS: Okay.

5 DIRECTOR HALIKOWSKI: So if I may add a comment
6 to that, Mr. Chairman, there have been accounts in the media of
7 the past few months that new car sales have increased, you know,
8 and are holding steady, but realize the VLT -- although new car
9 sales contribute, it largely is registration renewals of our
10 base of vehicles or our fleet here in Arizona. One of the
11 concerns we have moving forward is that as Kristine mentioned,
12 Congress has put quite a bit of money into stimulus, but we also
13 have seen those unemployment benefits begin to decline. Our
14 concern is is that as people's renewals come up for
15 registration, what that trend might hold based on the job market
16 and unemployment benefits, if people will continue to pay their
17 VLT, or if their funds are short, have to prioritize for
18 something else.

19 So, again, without knowing what next year's going
20 to hold, I think we've got, you know, a fair prediction of VLT
21 currently, but realize that the economy in the coming year will
22 depend on a lot of factors. Thank you.

23 MR. ELTERS: Thank you, Director and Kristine.

24 Mr. Chairman, one more question, if I may.

25 CHAIRMAN HAMMOND: Sure.

1 MR. ELTERS: Kristine, on the last slide where
2 you discussed the mitigation strategies, you highlighted three
3 separate categories or points. The first one was the
4 206 million, which was the operating and L, B and I. The second
5 was the five-year program, and third was the use of the State
6 Highway Fund cash balance. So I guess I understand the middle
7 point, which is the five-year program and how that will impact
8 that category. How much impact -- I guess what specifically --
9 what impact will that 206 million have on the operating and L, B
10 and I? Because on the one hand, there's a recognized need for
11 system preservation and maintenance component of the system, and
12 on the other hand, it seemed like we're having to cut that.
13 That's one question.

14 And the last question and I'll stop, the
15 84 million that is used of the cash balance, State Highway Fund
16 cash balance, if indeed we're reducing that by 84 million over
17 the five-year program, (inaudible) and by reducing it by this
18 much, what will -- what will it bring it down to, and how will
19 that affect that narrow margin that you discussed that it will
20 be harder to absorb or accommodate any fluctuations?

21 Thank you, Mr. Chairman, and I look forward to
22 your answer.

23 MS. WARD: So, Mr. Chairman, Mr. Elters, I'll
24 start with your first question, which I believe it's basically
25 what are the -- what do we believe the impact of the operating

1 -- the constraints on the operating budget will be? These are
2 things that we do not necessarily see an instantaneous impact
3 of, but what this means is that the underlying system that
4 supports the five-year construction program, the department --
5 the department's IT systems, the department's -- all of the
6 department's underlying systems will have less ability to --
7 after years of a constrained budget will have less ability to
8 address ongoing needs for systems and buildings.

9 Keep in mind the buildings -- ADOT has, I
10 believe, 1,500-plus buildings that require maintenance and
11 upkeep. These include, you know, our maintenance yards and so
12 forth. There will be less funding to support these underlying
13 systems. But probably of equal and greater concern is the
14 department has a -- what we call in the budget world a
15 maintenance special line item. It's a specific set of funding
16 for maintenance. The system needs for -- as, sir, you know as
17 well as anyone, far better than I, that addressing initial
18 maintenance saves you dollars in the five-year program in that
19 the roads do not deteriorate to such a level that you have to go
20 into some maintenance and into preservation, requiring a larger
21 amount of work. I don't recall if, Dallas, maybe you do or
22 Director, the difference in the expenditures if you spend a
23 dollar in maintenance versus spend a dollar in preservation.

24 MR. HAMMIT: About eight. Eight.

25 MS. WARD: Dallas is giving me hand signals here.

1 It's -- if you spent a dollar in maintenance, you do not have to
2 spend \$8 in preservation.

3 So the difficulty there, sir, the impact will be
4 is that we want to put those -- use those dollars, limited
5 dollars, as efficiently as possible and put that investment in
6 maintenance up front so we don't end up in the \$8 impact of
7 preservation. But can we qualify it and give it to you
8 precisely right now where -- in 2020 what the impact will be in
9 2022? We can't, but we can show you and Greg can show you how
10 the roads have been transitioning from good to fair to poor.

11 DIRECTOR HALIKOWSKI: So, Mr. Chairman, to
12 elaborate and add to what Kristine said, so we've been dealing
13 with this, as you know, and you have as a board for some time as
14 we struggle to set policy on what level of maintenance we should
15 maintain, and folks need to understand maintenance isn't just
16 cleaning the side of the road or taking out brush from a
17 culvert. Those activities are included, but they include
18 guardrail. They include bridges. It includes pavement, and it
19 includes litter cleanup. I mean, all the things that you
20 probably don't realize, you know, as a public member, make up
21 the transportation system.

22 But as we -- we look towards our internal
23 systems, Kristine mentioned buildings. But there's snow plows.
24 There's spreader racks. There's de-icer buildings where we have
25 to store material. There's the buildings where our folks have

1 to muster and actually almost live in as they're on their shift
2 or working overtime. And then there's our computer systems.
3 And, you know, IT's an incredibly vital part of building,
4 constructing, maintaining and operating the entire system.

5 So what we have available for operations is
6 essentially what's left over after we fund the five-year
7 program, and we build our operating budget off of that,
8 including maintenance. It's a slow trickle, as we've seen in a
9 way over the years. You go from maybe, you know, an excellent,
10 brand-new facility, it moves maybe to good if it's not taken
11 care of. Then it moves to fair and moves to poor.

12 So the immediate impacts are going to be that we
13 have less flexibility to do some of the things perhaps that we
14 had in the past, as we were just beginning to climb out of the
15 last recession. Hopefully there won't be another pandemic and
16 recession next year and we're going to stabilize where we are,
17 but over time these things will begin to manifest themselves as
18 people come to you and say, you know, the shoulder's crumbling
19 or, you know, why is ADOT scraping the rubber off of the 101 or
20 the 202 that's over 20 years old? You know, why is the pavement
21 sub-base under I-40 beginning to crumble and needs to be
22 replaced? All those are impacts that develop over time.

23 So we believe we've presented a balanced program
24 to you to consider that takes into account the needs for the
25 capital improvements and that we will, based on the revenues we

1 Have, fulfill maintenance to the level that we can. So I would
2 say that we've tried to strive for balance here between these
3 two issues of need.

4 Thank you, Mr. Chairman, Mr. Elters.

5 MR. ELTERS: Mr. Chairman and John and Kristine,
6 one can see the effort to strike that balance that you speak of.
7 Thank you for your insightful answer, and it helped me
8 understand better what the challenges, and I hope it helps.
9 Thank you.

10 MR. STRATTON: Mr. Chairman.

11 CHAIRMAN HAMMOND: Yes, Board Member Stratton.
12 Go ahead.

13 MR. STRATTON: I have more of a couple comments
14 rather than questions, and I'd just like to say that, you know,
15 I followed this board for many, many years prior to being on it,
16 and now having served almost five years on here, the
17 explanations that have been given with this financial review is
18 more than I had ever seen in the past 15 or 20 years. I
19 appreciate the explanations that Kristine gave, and it's very
20 good (inaudible) these things. It's more transparent, and I
21 think it enlightens the public as well as the Board a lot. So I
22 appreciate what you've done, and I appreciate your patience with
23 the Board and hearing our request to delay the five-year plan
24 and helping us with that. So just a Kudos to the staff and
25 thank you.

1 CHAIRMAN HAMMOND: Well said, Board Member
2 Stratton.

3 All right. Are there other comments from the
4 board on this issue before we move to the next agenda item?

5 MR. SEARLE: Chairman Hammond.

6 CHAIRMAN HAMMOND: Yes. Go ahead, Board Member
7 Searle.

8 MR. SEARLE: Yes. Getting back to Kristine and
9 one of Mr. Elters' questions on the cash balance losing
10 84 million over five years. What will that reduce our cash
11 balance to, your working balance to?

12 MS. WARD: Mr. Chairman, Mr. Searle, it will
13 bring our cash balance down to just below \$200 million is the --

14 MR. SEARLE: On a running basis?

15 MS. WARD: Correct.

16 MR. SEARLE: All right. Thank you.

17 MS. WARD: (Inaudible) find that our cash
18 balances are very dynamic, are dynamic numbers, and are very
19 dependent on how our projects expend, the speed by which our
20 projects expend. So we have built a set of assumptions that as
21 to how quickly projects will burn. That is probably one of the
22 biggest variables in our projections, is how soon do we
23 anticipate these projects to burn, and then when we do
24 commensurate bond issues to address those projects. So the
25 estimate for, I believe, the end of 2025 is that we will see a

1 balance of just below \$200 million.

2 To add some context to that, and I believe also
3 Mr. Elters' -- to Mr. Elters' question, is the circumstances
4 that we are facing, kind of -- yeah. Let me try just to add
5 some context. We have -- the State Highway Fund program has an
6 underway program of about -- ranges between about 700 and \$825
7 million. So we are circulating dollars through that fund,
8 keeping in mind that we pay the expenses. Then the federal
9 government reimburses us for those expenses associated with the
10 program. We also have a 400-and-some odd million dollar
11 operating budget that is pretty much circulating through that --
12 through that fund. On a monthly basis, you know, during heavy
13 burn months, we are -- in other words, heavy building months, we
14 are looking at contractor payments of ranging anywhere from 50
15 to \$75 million. Our -- the payroll for the department is around
16 \$11 million every two weeks. These are the types of expenses
17 that are drawing off of that fund and are circulating through
18 there on occasion.

19 So I tell you that to give you a kind of
20 perspective, a kind of velocity that we turn over money in that
21 fund, and so if there are -- how shall I put this -- hiccups in
22 the flow of revenues into that fund, we've got quite a few
23 expenses that are drawing off of that fund on a very routine
24 basis.

25 MR. SEARLE: Understood.

1 MS. WARD: I hope that helps.

2 DIRECTOR HALIKOWSKI: All right. So to add to
3 that, Mr. Chairman, that is why we are so concerned about the
4 Highway Trust Fund. As we reduce our cash balance in the State
5 Highway Fund, any slowdown in disbursements reduces our
6 flexibility to cover that time frame if the HTF slows its
7 reimbursements down.

8 So, you know, we think that based on our past
9 experience with the prior recession that bringing the -- our
10 operating budget -- our cash balance down in the highway fund,
11 that we will be able to continue to operate without problems,
12 but if, as Kristine says -- she calls them hiccups -- if there's
13 a change in revenue or the reimbursement schedules, again, the
14 impact is felt more because we do not have flexibility or the
15 luxury of having enough money to carry us over until those come
16 to fruition. So it's a calculated risk that we're taking, but
17 we believe that we will remain stable and able to pay our bills.

18 CHAIRMAN HAMMOND: Thank you. Are there other
19 comments or questions from the Board on this agenda item?

20 MR. KNIGHT: Mr. Chair, this is Board Member
21 Knight.

22 CHAIRMAN HAMMOND: Go ahead, Board Member Knight.

23 MR. KNIGHT: Yes. Just a couple -- just a
24 comment. I would like to compliment staff on their ability to
25 get a handle on this. It amazes me how quickly. It may not

1 seem like quickly, but we know how long it takes to produce a
2 five-year plan, and basically in March, we had to throw the old
3 one away and start pretty much from scratch, and this just goes
4 to show how good a staff that we have and their ability to come
5 up with solutions in this environment.

6 I think it gives us promise that when this turns
7 around and we no longer have the COVID that they will be able to
8 respond equally as quick to get us back on track and make the
9 changes necessary as our conditions improve in the pandemic so
10 that we can get some things put back on -- into a five-year
11 construction plan that we're -- we had that we're having to take
12 out, which, you know, you have to realize that these things have
13 to happen as far as delaying or taking programs out because of
14 this pandemic.

15 But because of their quick response, and we know
16 that they can do it, they could go back in just as quickly,
17 given better circumstances in the future. So my compliments to
18 them in how quickly they responded. I know it was a lot of -- I
19 know it was a lot of work, but we certainly appreciate it.
20 Certainly better than having to approve the plan that was put
21 before us in March. Thank you.

22 CHAIRMAN HAMMOND: Well said, Board Member
23 Knight.

24 MR. THOMPSON: Chairman.

25 CHAIRMAN HAMMOND: Yes. Go ahead, Board Member

1 Thompson.

2 MR. THOMPSON: I'd like to take -- thank you,
3 Chairman, members of the Board and then staff. I just want to
4 at least once again take a minute to again express my concern
5 for dirt school bus routes serving Arizona students. I
6 understand the funding shortage we face as a state and the
7 funding and the importance of transportation for our kids we
8 need to address as a board working with ADOT staff. I continue
9 to think of ways that the State Transportation Board and ADOT
10 can help them with that, that ADOT join me in looking into
11 options for improving the dirt school bus routes.

12 A few ideas I'd like the State to explore are the
13 potential for gifting or donating road maintenance equipped to
14 low and moderate income tribal communities so they can perform
15 basic maintenance on their own roads and seeing (inaudible)
16 areas which authorizes school districts to obtain maintenance
17 equipment and resources to get their buses and transportation
18 vehicles operating so the school children can get to school
19 every day.

20 Again, my main concern, that these failing dirt
21 school bus routes greatly impact access to education and
22 academic achievement of our schools. As always, thanks very
23 much for allowing me to express my concerns and ideas, and I'm
24 proud to be a member of this board and the statewide
25 transportation team. So again, thank you for allowing me to

1 make these comments. And again, thank you to the Board, and as
2 well as our staff in coming up with the plan that they have in
3 place. Thank you, Chairman.

4 CHAIRMAN HAMMOND: Thank you, Board Member
5 Thompson. Does staff have any general comments they'd like to
6 make to Board Member Thompson?

7 MR. ROEHRICH: So, Mr. Hammond, this is Floyd.
8 That was not an agendaed item, so that's not one we can debate
9 here, but we will work with Mr. Thompson to make that an agenda
10 item for more discussion in the future.

11 CHAIRMAN HAMMOND: Thank you, Floyd. Thank you,
12 Board Member Thompson.

13 Does any other board member have a comment with
14 this agenda item?

15 Okay. Let's move on now to Agenda Item 5, and
16 Greg Byres will present the topic of the tentative approval --
17 this will require action -- approval of the tentative 2020 --
18 2021-2025 five-year plan for submission to the public. This
19 will not be the final approval. That will occur at a later
20 board member -- board meeting.

21 Board member -- or excuse me -- Mr. Byres.

22 MR. BYRES: Thank you very much, Mr. Chairman,
23 board members.

24 We can go to the next slide.

25 What we've got here is I'm going to ahead and

1 present a background of where we've been and how we've gotten to
2 where we're at, an overview of our asset conditions, a short
3 briefing on our P2P process, the tentative five-year highway
4 delivery program, as well as MAG's tentative program and PAG's
5 tentative program. I'll also go over the airport program and
6 then the next steps in the process of the five-year program.

7 As far as the background goes, the tentative
8 five-year program was presented to the State Transportation
9 Board back in February on the 21st. It was planned, a public
10 hearing, for March and April. Those were canceled due to the
11 COVID-19 restrictions. Revenues and future projections were
12 dramatically changed with COVID-19 restrictions. Recommended
13 revisions to the tentative five-year program were initiated with
14 revised revenue projections, which you've just seen. These
15 revised revenue projections are utilized in the tentative
16 program that we're presenting today. We're projected --
17 approval for the five-year project is set for October 27th, and
18 again, in order to put this whole thing together, the five-year
19 program must be constrained, fiscally constrained.

20 Next slide.

21 So as part of the overview of our asset
22 conditions -- next slide -- what we've got is the system itself
23 is valued at \$22.9 billion. If it was -- if we had to replace
24 it with today's dollars, we're talking about a total of
25 \$300 billion. So it's a huge asset that we have for the State.

1 Next slide.

2 So let's start off with bridges. We're going to
3 go through this with how we actually rate the bridges. So we
4 rate them in good, fair and poor condition. For a good
5 condition bridge, we're talking about primary structure
6 components that have no problems or only very minor
7 deterioration. Fair is primary structural components are sound,
8 but some concrete deterioration or erosion around the piers or
9 abutments has been caused by flowing water or scour. Then a
10 poor condition bridge is advanced concrete deterioration, scour
11 or seriously affected primary structure components. A poor
12 condition bridge is not unsafe. Unsafe bridges are closed in
13 the system.

14 Next slide.

15 So what you see here is the condition of the
16 bridges. We've taken and put together all of the conditions
17 starting from 2010, running all the way through 2019. You can
18 see that we started off in 2010. We had 78 percent of our
19 bridges were in good condition. In 2019, we have 59 percent of
20 our bridges in good condition. Arizona's very good nationally
21 of where we rate with our bridges, but you can see that that
22 deterioration has occurred over time.

23 Just so we -- we know exactly where we're at, in
24 2019 we had 59 percent in good condition, 40 percent in fair
25 condition, and 1 percent in poor condition.

1 Next slide.

2 So far for our pavement, again, we rate them in
3 good, fair and poor conditions. Good condition road is a smooth
4 road surface with little cracking. No ruts or potholes. Fair
5 condition is moderate amounts of cracking that lead to the
6 increased roughness of the road surface and shallow ruts in the
7 wheel path. Poor condition is numerous cracks, rough road
8 surface, ruts in the wheel path, potholes and disintegration of
9 the road surface itself.

10 Next slide.

11 So what we've got here is our interstate
12 conditions. Again, we're stretching from 2010 through 2019.
13 2010 we had 72 percent of our interstate roadways were in good
14 condition. By the time we get to 2019, we've got 48 percent
15 that is in good condition. So there is a significant
16 deterioration over time, as you can see. In '19, this is --
17 again, we're at 48 percent good condition, 51 percent fair
18 condition, and 1 percent poor condition. Just for your
19 edification, Federal Highway for interstate allows maximum of
20 4 percent poor condition, so we've got some room on that 4, but
21 you can see that our fair condition continues to grow.

22 So next slide.

23 So far our national -- our non-interstate
24 national highway system conditions, you can see our good has
25 dropped even further than what we did on the interstates. We

1 started off at 61 percent back in 2010. We're all the way down
2 to 32.1 percent in 2019. So in 2019 we've got 65 percent poor
3 and 3 percent -- or I'm sorry -- 65 percent fair and 3 percent
4 in poor condition.

5 Next slide.

6 So for our non-national highway system roadways,
7 you can see that same deterioration occurring. We're down at
8 18.8 percent in 2019 in good condition, with 75 percent in fair
9 condition and 6 percent in poor condition.

10 Next slide.

11 So as we go through these, one of the things that
12 we're doing is we're keeping it in track with our Long Range
13 Transportation Plan, which takes and sets everything into
14 categories of preservation, modernization and expansion within
15 the program itself. So preservation consists of investment to
16 keep pavement smooth, the pavements maintained. Modernization
17 is non-capacity investments. Mostly based on safety
18 improvements and operation, and expansion is the added capacity
19 to the roadways, which include new roadways, new lanes or new
20 interchanges.

21 Next slide.

22 So what you see here is we have come up with two
23 different tools over the last couple years that are actually
24 very, very good tools, and we're utilizing them for our pavement
25 and our bridges. We have a pavement management system that

1 we've developed as well as a bridge management system. These
2 two systems are much different than what we've utilized in the
3 past, and the reason that we've come up with them is two-fold.
4 One is how do we make sure that we are expending our money the
5 most efficient, most effective way we possibly can. The other
6 thing that we have, the Federal Highway has taken and set a
7 requirement that we take and make sure that we're utilizing life
8 cycle costs in putting together our priorities for
9 expenditures.

10 So we finally do have these two systems up and
11 running. They're actually very effective, and they are very
12 powerful tools. So as such, once we got them up and running, we
13 were able to run multiple scenarios through these two programs.
14 So this is a result of two of the scenarios that we ran. The
15 scenario that you see in the graphic as well as the numbers down
16 below, basically what we wanted to know was what is it going to
17 take to maintain our bridges and our pavement at 2019 levels as
18 far as dollar value goes? What is it going to cost?

19 So what this does is we actually took and ran it
20 out. Again, this is maintaining those 2019 levels through the
21 program, which is out through to '25, 2025. What it came up
22 with is in 2020, we need a total of \$219 plus million in
23 preservation. By the time we get to 2021, it's \$354 million.
24 In 2022, it's \$454 million. In 2023, it starts to drop back
25 down to \$333 million. By 2024, it's \$193 million, and in 2025,

1 it's 201 million.

2 The reason you see that, that arch effect, is
3 because, again, we're constraining it to 2025, maintaining the
4 2019 levels. So as we -- as we actually expend this money and
5 improve those pavements, we can actually start affecting the
6 percentages and then maintain those percentages at those 2019
7 levels. It does not go through and actually have an overall
8 improvement. It is just maintaining the levels of 2019.

9 Now, we did run one more scenario, and that is
10 what was it going to take to actually improve from our 2019
11 levels to taking everything into good condition? And what that
12 does is that -- the program that we ran shows that we're looking
13 at a total of \$4.2 billion in order to take the scenario of
14 going from existing conditions to all good. So it's a huge
15 dollar value to try and get to that all good condition, but this
16 tool allows us to at least run those scenarios.

17 On the normal cases -- case, what these tools are
18 actually intended to do is to take and prioritize our pavement
19 projects and our bridge projects that we utilize and run in
20 through our P2P process. It gives us that preliminary look at
21 what is the worst, but how we can take and make those poor or
22 fair condition pavement spend the dollars most efficiently and
23 most effectively in the program to keep the system alive and
24 going.

25 Next slide please.

1 So this is the program itself that we're
2 presenting. With this, you can see, so the bars represent the
3 year in the five-year program. At the very bottom, you can see
4 the total value of what we're going to spend within each one of
5 those years. The green represents preservation. The blue
6 represents expansion. The red represents modernization, and the
7 orange and the purple represent our planning and development
8 costs.

9 In 2021, you'll see that we've got three shades
10 of blue up at the top for expansion. The first one is
11 \$25 million for US-95. That was a state appropriation from the
12 General Fund for the US-95 project. The next one down is
13 \$90 million. That's the INFRA grant for the I-17, which means
14 it has a remainder of 46 million for expansion in 2021.

15 Two lines that you see that are crossing the
16 screen, the black horizontal line, that's our \$320 million
17 target value for preservation. That's what we've seen and have
18 projected upwards coming out of our Long Range Transportation
19 Plan over the years, as we haven't really hit that target value.
20 It started off at \$280 million, and it climbed to \$320 million.

21 The red line that you see is the scenario that we
22 ran on the pavement. So it shows what we're looking at if we
23 were just to maintain those 2019 conditions through the pavement
24 across the state and bridge.

25 So in 2022, you'll see that our revenues have

1 dropped a little bit. So what's going into the program is only
2 at 500 million. So we're not anywhere near that 320 target
3 value for preservation. We do do better in '23. We're at 339
4 million in preservation. You do see that we have expansion both
5 in '22 and in '23, and going into '24, we also have expansion,
6 but we've lowered our preservation dollars as well. By the time
7 we get to '25, our preservation is up, but it's mostly because
8 we do not have an expansion plan in FY '25.

9 Next slide, please.

10 So this was another look at what we've got for
11 existing conditions. This is specific to our pavement
12 conditions. What I've done is instead of dealing with dollars
13 and percentages and so forth, this actually takes account of the
14 pavement that's actually in place, on the ground across the
15 state, and the way we determined that is by lane miles. So this
16 is the amount of lane miles that we have in the state itself.
17 So on the interstates, we have 5,046 lane miles. On
18 non-interstate national highway system, we have 7,632 lane
19 miles. In non-national highway system -- system itself, we have
20 10,023 lane miles. For a total system that ADOT maintains, we
21 have 22,431 lane miles. The red, the green and the yellow
22 indicate the conditions in which those lane miles currently
23 exist in 2019.

24 So the graphic that's below that shows what this
25 program has in it as far as what we're looking at for

1 preservation of pavements. So in 2021 we're touching 378 lane
2 miles across the state. In 2022, it's 320 lane miles. In 2023,
3 it's 532 lane miles. That's what we're touching in each one of
4 those years with our preservation. As far as an overall, in '21
5 at 1.69 percent of the system. In 22 at 1.43 percent of the
6 system, and in '23, it's 2.37 percent of the system. In order
7 to just maintain existing conditions, we have to have a minimum
8 of 5 percent per year to take and maintain the roads in the
9 current conditions that there are. So that kind of gives you an
10 idea of the actual pavement on the ground and where we're at
11 with the system.

12 So as we go through in 2021-2025 --

13 MR. STRATTON: Mr. Chairman.

14 CHAIRMAN HAMMOND: Greg, hold on a minute. I
15 think a board member wishes to ask a question.

16 MR. BYRES: Go ahead.

17 MR. STRATTON: Mr. Chairman, I have a question
18 about the lane miles and the preservation. Greg, in Greater
19 Arizona, given the -- you have the lane miles there. For
20 interstate and non-interstate, how is the preservation money
21 divided? Is it on the same percentages, or is there more going
22 in interstate or less?

23 MR. BYRES: So for preservation purposes and
24 maintenance purposes, we're pretty much doing that statewide.
25 It doesn't make any difference whether it's Greater Arizona, MAG

1 or PAG regions. It's all coming -- it's -- all the preservation
2 is going through all three of those, not just through Greater
3 Arizona.

4 MR. STRATTON: I believe I'd asked you to give me
5 a breakdown on the Greater Arizona preservation. The percentage
6 of money being spent in Greater Arizona and broke it down --
7 like it broken down for interstate miles and non-interstate
8 miles.

9 MR. BYRES: Yes, you did ask us to do that, and
10 to be -- I did that. I have a really cool graphic that I can
11 send you. I don't have it with me, and it isn't a part of this
12 presentation, but I can certainly get that to you before the end
13 of the day today. It's got a complete graphic with all of the
14 breakdowns on it, which is very informative for the question
15 that you've asked.

16 MR. STRATTON: Okay. Thank you.

17 CHAIRMAN HAMMOND: Go ahead, Mr. Byres.
18 Continue.

19 MR. BYRES: Thank you.

20 So what you see in the -- can you go to the next
21 slide, Rhett? What you're looking at here is the percentages
22 that we have in the 2021 through 2025 program. This includes
23 MAG and PAG. What we're looking at here is 46 percent
24 expansion, 10 percent modernization and 44 percent preservation.
25 This runs fairly close in line to what we have in previous

1 programs at 46 percent, 13 percent and 41 percent.

2 Next slide.

3 In the Greater Arizona area, this is what our
4 program looks like. We're looking at 14 percent modern --
5 expansion, 16 percent modernization and 70 percent preservation.

6 As we look at kind of a detailed look at our
7 expansion construction projects, we can see the bar that's off
8 on the left-hand side there is the same bar that I've shown you
9 previously, but this shows the projects that we have. So we've
10 got the I-17 project, the Anthem Way to Cordes Junction. That's
11 up at 135 million. We have the US-95 project. That's 25
12 million, and this is, again, in 2021.

13 CHAIRMAN HAMMOND: Greg, hang on one second.
14 Rhett, I think we're one slide behind.

15 MR. BYRES: So that's -- now you can see the
16 slide. Excuse us on that.

17 Going on to the next slide.

18 We've got -- this is FY '22. We have two
19 projects here. We have the SR-69 project. This is the Prescott
20 Lakes Parkway at \$10 million, and the I-17 continues, I-17
21 Anthem Way to Cordes Junction at \$97.3 million.

22 Next slide.

23 For FY '23, we have a single project. This is
24 I-10. This will be the first segment of the Phoenix to Casa
25 Grande project that we're looking at. We have \$50 million for

1 the first segment.

2 In FY '24 -- next slide -- we have a single
3 project again in FY '24 for expansion construction. This is the
4 I-40/US-93 West Kingman TI. We have it set at \$70 million.

5 Next slide.

6 In 2025, we have no expansion projects in the
7 program. What you see here is a couple of projects that we have
8 in our preservation. These are critical projects through our
9 preservation in the program itself. The Santa Maria Bridge at
10 7 million, as well as the San Pedro bridge at 7 million. One on
11 State Route 96 as well as on State Route 82.

12 Next slide.

13 As we get into the development years, what you
14 see here is we have no expansion in years 2026 through 2030.
15 The amount of preservation and modernization we have set follow
16 along the lines of our Long Range Transportation Plan. The
17 modernization funds are basically all of our HSIP funds, and
18 what's left over runs into preservation.

19 Next slide.

20 This is the MAG program. Again, MAG does their
21 own programming. What you see here is the projects that they
22 have currently in the TIP. With their programming, they're
23 looking at the majority of all their projects are either the
24 freeway system through the valley or their major arterial
25 roadways. This was all -- what you see here for dollar values

1 is the actual year of expenditure that was approved by MAG back
2 in July.

3 Next slide.

4 Just to get into PAG, again, this is -- they're
5 doing their own programming. We maintain their program within
6 the TIP. They have projects on I-10, as well as SR-77. They
7 also have projects on the 210 and on I-19.

8 Next slide.

9 So we have the Airport Capital Improvement
10 Program next.

11 Next slide.

12 With this there's been one fairly major change
13 that we've made. The reason being is because with COVID and the
14 CARES Act that was passed by the federal government, the Federal
15 Aviation Administration took and changed all of their grants
16 from a partial match to 100 percent grants. Our federal, state
17 and local program is intended to help airports out with their
18 matches on FAA grants. Since there is no match required, we
19 took that funding and moved it over into our state/local program
20 so that we could go a little bit further down the line with
21 improvements for airports across the state. So we bumped that
22 program from 10 million to 15 million, taking \$5 million out of
23 the federal/state/local program. Their total program is set at
24 \$38.15 million.

25 Next slide.

1 So the next steps that we have, again, we are --
2 we have presented this program today. It's actually September
3 18th, not the 15th. We will be opening up our comment period as
4 of today. They will run through October 27th. We will be
5 having a meeting/study session on October 16th, where we will
6 present once more and allow for comments through the State
7 Transportation Board. The final program will go to the State
8 Transportation Board on October 27th for approval. That's what
9 we've got in our next steps.

10 So with that, I'm open for any questions.

11 CHAIRMAN HAMMOND: Thank you very much, Greg.
12 Board members, questions? Comments?

13 MR. ELTERS: Mr. Chairman.

14 CHAIRMAN HAMMOND: Yes, Board Member Elters.

15 MR. ELTERS: I have a comment, if I may, and just
16 to reflect on what we've just heard from Greg. So if you
17 followed through, you would have noticed in the charts that he
18 shared that our bridge conditions dropped by nearly 20 points or
19 20 percentage points in about 10 years, from 2010 to 2019. On
20 the road side, for interstate, those conditions were even worse,
21 went by about 25 points, 25 percentage points in 10 years, to --
22 from 72 to under 50 percent. And then for the non-interstate,
23 it was even worse. It was about 35 -- a little over 35
24 percentage points, and when you drive -- and that's the 2019
25 conditions. And realizing that 2019 was just last year and

1 we're in 2020, when you drive the state highway system, you
2 truly see visibly or visually those declining deteriorating
3 conditions.

4 So and then furthermore, the modeling that Greg
5 spoke of to maintain 2019 conditions, which is practically
6 today's, which is not great, to maintain it into 2025, it -- we
7 would be spending just under \$2 billion, when more than four is
8 needed to get it in -- back in the good condition criteria that
9 is needed.

10 So I guess my comment is that as we communicate
11 with our elected -- with our decision makers who have the
12 ability to do something about the funding level that is needed,
13 I think these -- these are really very relevant and very
14 insightful observations to be made, and I -- it's better than
15 anything else I have seen or could think of. So I hope we all
16 take that away from this presentation, again, as we communicate
17 with the decision makers, and I appreciate the opportunity to
18 share this all with you.

19 CHAIRMAN HAMMOND: Thank you, Board Member
20 Elters.

21 Even before COVID, we've been on a downward
22 trajectory that is unsustainable for our system, and every one
23 of us as a board member or on this call needs to think what that
24 means when it comes to turning the situation around.

25 Other comments from board members? Questions?

1 Hearing none --

2 MR. THOMPSON: I do have one, Chairman.

3 CHAIRMAN HAMMOND: Okay. Board Member Thompson,
4 go ahead.

5 MR. THOMPSON: Several years ago we were talking
6 about bridges. I-40 is one of the major roads going across
7 Arizona, and any impacts to any of the roads, you know, it's
8 very difficult, you know, to -- even in some certain locations
9 just to -- due to around damaged road, and I think that
10 discussion came up here sometime back. For instance, is that --
11 the flooding that occurred around Joseph City, I -- would that
12 fit into the bridge category? I think that's my question, and
13 how we will move on that to get that on the project list.

14 MR. BYRES: I didn't understand the question.

15 MR. ROEHRICH: So Mr. Chairman, Mr. -- Board
16 Member Thompson, this is Floyd. So you're talking about the
17 bridges around Joseph City on I-40. Those are -- if they're on
18 the state highway system, those are already being evaluated and
19 inspected by ADOT, and they will -- they already have a score,
20 and they will be brought forward for improvement in
21 consideration of the priority list of bridge improvements and
22 the balance of funding that we have. So I guess I'm trying to
23 understand exactly what your specific question was.

24 MR. THOMPSON: Yeah. I guess, you know, how do
25 we improve or deal with the situation over in Joseph City? I

1 guess that's my main concern, and similar roads like that.

2 MR. HAMMIT: Mr. Chair, Mr. Thompson, if I
3 understand you right, you're talking about a bridge that's off
4 the interstate that's causing challenges; is that correct?

5 MR. THOMPSON: Yes. I think that was -- that was
6 brought up for discussion here several -- maybe a couple years
7 back.

8 MR. HAMMIT: And Mr. Chair, Mr. Thompson, we do
9 have an off system bridge program, and we can look at the
10 capacity to fund some of those. So we have a program that we
11 fund bridges on the ADOT system and bridges that are off our
12 system. So we can look at that, and we'll get back with you at
13 a future meeting.

14 MR. THOMPSON: Thank you very much, Chair and
15 Dallas.

16 CHAIRMAN HAMMOND: Thank you, Board Member
17 Thompson.

18 Are there any other questions or comments at this
19 point?

20 MR. KNIGHT: Yes.

21 CHAIRMAN HAMMOND: Go ahead.

22 MR. KNIGHT: This is Board Member Knight. I
23 temporarily lost my connection, so I'm kind of a little behind.
24 I got back on finally.

25 (Inaudible) for Greg, the 4.2 billion to get

1 everything in good condition, is that 4.2 billion in additional
2 funding or is -- was that included in the tentative program or
3 is it?

4 MR. BYRES: That 4.2 billion that we're talking
5 about that I have on that slide, that's what it would cost if we
6 took from existing conditions to take everything to good
7 condition. So -- and again, that was stretched over a five-year
8 period is what the scenario was run on that. So it's not over
9 and above. It's just that's what the total cost would be is
10 that \$4.2 billion.

11 MR. KNIGHT: Okay. Okay. Got it. I'm sorry.
12 Like I say, I got -- I got kicked off and I lost -- I don't
13 know. I lost the connection or something, and now I'm back on,
14 so everything's good. Thank you.

15 CHAIRMAN HAMMOND: Thank you, Board Member
16 Knight.

17 Are there other questions?

18 MR. SEARLE: Chairman Hammond. This is Richard
19 Searle.

20 CHAIRMAN HAMMOND: Go ahead, Board Member Searle.

21 MR. SEARLE: I sent an email yesterday, and I
22 would like to follow that up. I would like to know what
23 preservation projects were dropped out of this plan that were in
24 the plan back in February, just for my own edification. And I
25 don't need it right now, but I would like to know it before our

1 October meeting.

2 MR. BYRES: I can answer that right now. In
3 actuality, we did not drop any preservation projects out of the
4 program. However, we did take and reduce our subprogram for
5 pavement preservation in two of the years of the five-year
6 program. So all of the projects that were in the program, they
7 may have moved around a little bit, but we did not drop any out
8 of the program itself.

9 MR. SEARLE: Okay. Thank you.

10 MR. ROEHRICH: So, Mr. Chair.

11 CHAIRMAN HAMMOND: Go ahead.

12 MR. ROEHRICH: Okay. I just want to make sure
13 that -- Mr. Searle, that you understand what that means is we
14 just are going to be developing fewer preservation projects. We
15 haven't identified them yet, because they're in the subprogram.
16 So under development, we will just be developing and delivering
17 fewer pavement preservation projects during those years that the
18 money's been -- subprogram was reduced.

19 MR. BYRES: Correct.

20 CHAIRMAN HAMMOND: Did that answer your question,
21 Board Member Searle? Okay. You're muted, I think, but that's
22 okay. I'll take that as a yes. Thumbs up.

23 Okay. If there are no more questions, I would
24 take a motion to present the tentative five-year plan to the
25 public for their comments as presented.

1 MR. KNIGHT: So moved. Board Member Knight.

2 MR. STRATTON: Second.

3 CHAIRMAN HAMMOND: Okay. I've got Board Member
4 Stratton. Is that Board Member Knight who made the first?
5 Okay. And second -- Board Member Stratton seconded it.

6 So Floyd, will you do roll call?

7 MR. ROEHRICH: Yes, Mr. Chair.

8 We'll start with Vice Chair Stratton.

9 MR. STRATTON: Aye.

10 MR. ROEHRICH: Mr. Thompson.

11 MR. THOMPSON: Aye.

12 MR. ROEHRICH: Mr. Elters.

13 MR. ELTERS: Aye.

14 MR. ROEHRICH: Mr. Knight.

15 MR. KNIGHT: Aye.

16 MR. ROEHRICH: Mr. Searle.

17 MR. SEARLE: Aye.

18 MR. ROEHRICH: Ms. Daniels.

19 MS. DANIELS: Aye.

20 MR. ROEHRICH: And Chair Hammond.

21 CHAIRMAN HAMMOND: Aye.

22 All right. We will now move on to Agenda Item 6
23 with Greg Byres again, which is the Multi Planning Division --
24 Multimodal Planning Division report.

25 MR. BYRES: Thank you, Mr. Chairman, board

1 members.

2 Before I get started I would like to address a
3 comment that was made earlier. We have heard from USDOT on our
4 BUILD grant. They did make their selection of all of the grants
5 that are going to be awarded. Arizona did get two grants
6 awarded. One of them was for the bridge at Tonto Basin. The
7 other one was to the City of Phoenix for a -- roadways within
8 Phoenix. Unfortunately, our two projects that ADOT put in for,
9 the one on US-95, as well as the one on US-191, were not
10 selected. So we'll be looking at that at a later date, but that
11 was the latest that came out of USDOT.

12 So as we get going -- if we can go to the next
13 slide. We have -- oops, we -- go ahead and click through a
14 couple more, because I think we got -- there you go.

15 So we've got three different items that we're
16 going to be going through in coordination with our COGs and MPOs
17 on planning, as well as our Transportation Asset Management
18 Plan, and the progress that we're making with our P2P for the
19 2022 through 2026 program, which is already underway.

20 Next slide.

21 So for the coordination with the COGs and MPOs,
22 we've got some planning funds for transportation, including
23 transit, that we are working with the COGs and MPOs on. One of
24 the things that we have in there is the different funding
25 sources that we work with those COGs and MPOs trying to make

1 sure that each of the different entities are getting what they
2 need for transit studies to get completed within a timely basis.

3 The next item we have is the funding necessary
4 for other required planning documents, such as our Long Range
5 Transportation Plan and other planning studies that they do and
6 are required to do as part of federal requirements, making sure
7 that they have the funding that they need to be able to get
8 those done.

9 And then the last item that we're working with
10 them on is our metropolitan planning funds, or the PL funds,
11 state planning and research funds, our SPR funds that we put
12 out, as well as the FTA planning funds. So we're trying to make
13 sure that all of those are being distributed and each of the
14 different entities has what they need to be able to meet their
15 federal requirement.

16 So the next item we have is our Transportation
17 Asset Management Plan. This is a requirement for -- from
18 Federal Highways that we maintain. So ADOT's Transportation
19 Asset Management Plan, or the TAMP, is being updated to include
20 the analysis from our pavement and bridge management systems
21 that we currently have that I've spoken about earlier. So we're
22 actually utilizing the data that is being produced from those
23 systems to take and actually update our asset management plan.

24 Production of the current plan update has been
25 delayed due to the COVID crisis or pandemic. The ramifications

1 of that, we took and actually slid back our production of trying
2 to get that out, and luckily, Federal Highway has been working
3 with us and working with all the states in moving some of their
4 deadlines around to help the states in trying to put together
5 enough time to make certain that those ramifications are being
6 accounted for in those plans.

7 We approved 2021-25 program that we're looking
8 for in -- coming in October 27th. It's the basis for funding
9 availability and management that we utilize within the TAMP
10 itself.

11 So next item.

12 Again, we're going through the P2P process for
13 our 2022 to '26 program. District workshops have been scheduled
14 for each of the different districts. With that, each of the
15 different board members have -- should have received invitations
16 to those meetings. If you haven't, please let me know and we'll
17 make sure that you get those. I know Board Member Knight had
18 not received them, but should have received a set of invitations
19 yesterday. So we'll make sure that everybody gets those, and
20 there will be updates as those come up in the month of October.

21 The project technical evaluations have been
22 completed for bridge and pavement, and there's additional
23 evaluations that are being conducted as we speak getting ready
24 for those district workshops.

25 And with that, that's all I had for the MPD

1 update.

2 CHAIRMAN HAMMOND: Is there any questions of Greg
3 under the Multimodal Planning Division report?

4 MR. THOMPSON: Chairman.

5 CHAIRMAN HAMMOND: Yes. I didn't get who that
6 was.

7 MR. THOMPSON: Chairman.

8 CHAIRMAN HAMMOND: Go ahead.

9 MR. THOMPSON: This is Mr. Thompson.

10 Hey, Greg, I'm assuming that those applications,
11 BUILD grant applications that were forwarded and that were not
12 awarded, that those -- that we will continue to work on it and
13 resubmit it for next year. That's my question.

14 MR. BYRES: So Mr. Chairman, Board Member
15 Thompson, in fact, today I received an email from USDOT that has
16 some additional information on the next round of the BUILD
17 cycle. So as that's approaching, we'll be looking at those and
18 working with all the different entities to see what the next
19 steps are going to be as we get more information coming out of
20 USDOT.

21 DIRECTOR HALIKOWSKI: So Mr. Chairman --

22 MR. THOMPSON: Thank you very much.

23 DIRECTOR HALIKOWSKI: Mr. Chairman, in the
24 pursuit of managing expectations, one of the areas I mentioned
25 earlier that we're going to lose flexibility on will be in

1 submittal for grants, because there is a cost of putting grants
2 together, and we are going to have to look closely at our cash
3 capability of doing that, number one, but then number two, there
4 typically is some sort of grant match that needs to go with the
5 grant, which has to come from State Highway Fund money. So
6 based on our finances in the coming years, we're going to be --
7 have to be very selective about whether or not we actually apply
8 for a grant if we don't believe there was a good chance in
9 getting it, but then to ensure that we have adequate State match
10 dollars to obtain that grant.

11 Other states that might be in financially better
12 positions will go over and above the minimum match in order to
13 incent or entice the federal government to award them. Given
14 our revenue situation, it will be difficult, I believe, to do
15 what we've done in the past with State dollars to provide enough
16 match to win those grants. So I just want to offer that as a
17 concern when it comes to the question of grants moving forward
18 in the program.

19 Kristine, I don't know if you want to comment on
20 that, but I know that that is something that we were limiting in
21 our go forward program for this five-year plan.

22 MS. WARD: Director, you -- I don't have much
23 that I can add to that. You're absolutely correct in that more
24 State cash puts us being able to put more State money towards a
25 project, puts us in a better competitive position to be awarded

1 grants, and the difficulty we fiend ourselves in, is as State
2 Highway Fund dollars are constrained, therefore our ability to
3 go over and above the required match lowers our ability to
4 compete for those grants.

5 CHAIRMAN HAMMOND: Thank you.

6 MR. THOMPSON: I appreciate the response, and I'm
7 sure those are some discussions that we will have in the future.

8 CHAIRMAN HAMMOND: Thank you, Board Member
9 Thompson.

10 Are there any other questions under this agenda
11 item?

12 MR. KNIGHT: Mr. Chair, Board Member Knight.

13 CHAIRMAN HAMMOND: Go ahead, Board Member Knight.

14 MR. KNIGHT: I would just like to assure Greg
15 that I did get the invitation for the P2P. I -- because my
16 district is so large, I had to get two, one for the Northwest
17 District and one for the Southwest. I did receive the one from
18 the Northwest first, and now I have the one from the Southwest
19 District. So I have them both, and I will be attending both
20 meetings. Thank you.

21 CHAIRMAN HAMMOND: Okay. Any other comments or
22 questions?

23 Okay. Thank you, Greg.

24 Let's move on now, you're still up, with the
25 Priority Planning Advisory Committee recommendations to certain

1 changes.

2 MR. BYRES: Thank you Mr. Chairman, board
3 members. The Priority Planning Advisory Committee brings forth
4 three different sets of projects. The first one is for project
5 modifications. This is Items 7A through 7C, and we bring these
6 forward with a recommendation for approval.

7 CHAIRMAN HAMMOND: Are there any comments or
8 questions on Items 7A through 7C? If not, I'd entertain a --

9 MR. KNIGHT: Mr. Chair, so moved.

10 CHAIRMAN HAMMOND: -- motion to approve those
11 items.

12 MR. ELTERS: Second.

13 CHAIRMAN HAMMOND: Okay. Floyd, did you get
14 that?

15 MR. ROEHRICH: Mr. Hammond, Mr. Chair, I did not.
16 We could barely hear it here. You're breaking up.

17 CHAIRMAN HAMMOND: Who made the first and who
18 made the second?

19 MR. ELTERS: I made the second.

20 CHAIRMAN HAMMOND: Okay. I think that was Board
21 Member Elters who made the second. Who made the first?

22 MR. KNIGHT: I did. Board Member Knight.

23 CHAIRMAN HAMMOND: Board Member Knight. Thank
24 you.

25 Okay. Any further discussion?

1 Floyd, would you take roll call?

2 MR. ROEHRICH: Yes. Yes, sir.

3 We'll start with Vice Chair Stratton.

4 MR. STRATTON: Aye.

5 MR. ROEHRICH: Mr. Thompson.

6 MR. THOMPSON: Aye.

7 MR. ROEHRICH: Mr. Elters.

8 MR. ELTERS: Aye.

9 MR. ROEHRICH: Mr. Knight.

10 MR. KNIGHT: Aye.

11 MR. ROEHRICH: Mr. Searle.

12 MR. SEARLE: Aye.

13 MR. ROEHRICH: Ms. Daniels.

14 MS. DANIELS: Aye.

15 MR. ROEHRICH: And Chair Hammond.

16 CHAIRMAN HAMMOND: Aye.

17 Okay. We'll now move to PPAC new projects, Items
18 7D through 7H.

19 MR. BYRES: Thank you, Mr. Chairman.

20 Yes, we bring Items 7D through 7H. These are new
21 projects, and again, the Priority Planning Advisory Committee
22 brings these forward with a recommendation for approval.

23 CHAIRMAN HAMMOND: Okay. Are there any questions
24 or comments on Items 7D through 7H?

25 MR. SEARLE: Chairman Hammond, I would like to

1 discuss 7D again. That's the Fort Thomas river -- I mean,
2 that's the Fort Thomas Gila River crossing.

3 CHAIRMAN HAMMOND: Go ahead, Board Member Searle.

4 MR. SEARLE: Yes. I got some -- just some
5 clarification. The staff did give me a breakdown on the costs
6 on this project, and so if we pass this today, are we
7 authorizing those expenditures at that amount? Is that how this
8 works? I'm assuming these contracts aren't already out.

9 MR. ROEHRICH: So, Mr. Chair, Mr. Searle, yes, if
10 you approve that item today, those are the funds that we would
11 use to pay for a consultant contract to do the design on that
12 project, and then that means that project -- design project will
13 move forward. Correct.

14 MR. SEARLE: I did -- you know, you did send me
15 the breakdown, and I still have some issues with these design
16 costs on this project. I'm looking at environmental design --
17 an environmental report at 79,000, a geotechnical report for
18 64,000, a drainage report for 41,000. Considering the project,
19 and I'm -- I'm still very concerned with these costs. It's a
20 great example of why we don't have enough money to do some of
21 the projects we've got, because we're spending this on reports
22 that to me seem are very out of line of what they should be on
23 something like this.

24 MR. BYRES: Mr. Chairman, Board Member Searle,
25 one of the reasons that the costs are so high, especially when

1 it comes to the environmental, is there's several issues with
2 this particular site. One is that we have endangered species
3 issues. The second is that this is an active river basin, which
4 means that we have to go through the Corps of Civil Engineers
5 for a 401 and 404 permit, and so it's -- this is kind of worst
6 case scenario more than being typical as far as the costs for
7 development as we go through it.

8 MR. SEARLE: You know, I understand that. I also
9 understand that there's been enough projects on the Gila River
10 in this area that -- like on the environmental report, the
11 report for this little project is not going to be any different
12 than the report that you did when you redid the bridge over the
13 Gila River there at Bylas or any other project there between
14 Safford and Bylas. So it's going to be basically the same
15 environmental report that you used on those other ones, and I
16 can -- just have a hard time spending \$80,000 on an
17 environmental report, but that's just for example. That's why
18 I'm struggling with this particular one. I think it's a great
19 project. I want to help Graham County, but on the other hand, I
20 don't know how responsible we're being on this.

21 MR. ROEHRICH: So, Mr. Chairman and Mr. Searle, I
22 hate to say it, but this is what we've experienced is what it
23 takes to develop a federal aid project. The requirements for
24 the environmental work, regardless of when they were done, you
25 still have -- and we have -- as the agency responsible for

1 overseeing that work, we have to be diligent on all the steps
2 necessary to ensure that its current level of all clearances,
3 whether that is the environmental NEPA clearance or whether it's
4 the 404 permit clearance, or whether it's the 401 permit
5 clearance, it's -- and yes, the -- we went through this with
6 (indiscernible) back in 2010. When the local government
7 projects start using federal aid, projects that they were
8 developing on their own before and using their own funds, when
9 we start using federal aid, there are many more requirements
10 that are necessary to get those projects ready to expend those
11 funds. And when we put this analysis together and did the work
12 on this project, we as well evaluated that work effort and
13 applied the same requirement we would have if this was an ADOT
14 project. So --

15 DIRECTOR HALIKOWSKI: Okay. Floyd.

16 MR. ROEHRICH: -- again, I'm not sure how to
17 satisfy that --

18

19 DIRECTOR HALIKOWSKI: Floyd.

20 MR. ROEHRICH: Yes.

21 DIRECTOR HALIKOWSKI: Mr. Chairman, I'd like to
22 comment. (Inaudible) the department is being irresponsible in
23 its estimate. What (inaudible) responsible (inaudible).

24 MR. STRATTON: Somebody needs to mute their
25 phone.

1 MR. ROEHRICH: There's a lot of -- we would --

2 DIRECTOR HALIKOWSKI: Floyd.

3 MS. ESTELLE: Never mind.

4 DIRECTOR HALIKOWSKI: Floyd.

5 MR. ROEHRICH: -- like people to mute their
6 phones if they're not talking. There's a lot of feedback.

7 DIRECTOR HALIKOWSKI: All right. Floyd, I'd like
8 to understand what Mr. Searle would believe is a responsible
9 estimate for this sort of project.

10 MR. SEARLE: Director, I have -- I have visited
11 with several different individuals on this, and the numbers --
12 let me get back to this page here that -- I'm kind of
13 flip-flopping back and forth through documents.

14 The environmental report at \$80,000, you know,
15 I've talked to several different individuals that are in this
16 business and, you know, they think that is ten times the amount
17 of what it should cost.

18 (Inaudible conversation.)

19 MR. SEARLE: And, you know, I'm new on this
20 board, and I am -- it's a concern to me to see these type of
21 costs on this type of a project. I understand that I'm just one
22 vote and -- but it's an issue that I think is important, and I
23 would like to bring it forward. I have no problem with, you
24 know, voting on this, but I just struggle with these numbers,
25 and --

1 CHAIRMAN HAMMOND: Let me ask a question of staff
2 on behalf of Board Member Searle. What are our options? I
3 mean, it's in his district. If we pull it out of the queue,
4 does he give it up? What -- you know, what -- what are the
5 options for the Board to consider.

6 MR. SEARLE: Chairman Hammond, this is not in my
7 district. This is in Member Stratton's district, so...

8 CHAIRMAN HAMMOND: Okay.

9 MR. SEARLE: I was just --

10 CHAIRMAN HAMMOND: Floyd, what happens if we were
11 to vote to pull it out of the queue?

12 MR. HAMMIT: Mr. Chairman, this is Dallas. This
13 project is funded with off system bridge funds. Those were
14 competed for. If we pull it out, it would drop off and we would
15 go to the next highest rated off system bridge, and then if the
16 locals wanted to continue and they had State funds, it may be
17 able to come in less expensive with State funds. But crossing
18 the, river even with State funds, they're going to have to do a
19 404 requirement no matter what the funding is. So that would be
20 the option if -- not do the project using the federal funds and
21 then the funding would go to the next eligible off system
22 bridge.

23 DIRECTOR HALIKOWSKI: So I apologize. I got
24 kicked off for some reason and just got back in, so I did not
25 hear the discussion since the question.

1 I guess my point is is that if we think the
2 amount is too high, Dallas, is it possible to set the amount for
3 approval lower, put it out to bid and see if we get responses at
4 a lower amount?

5 MR. HAMMIT: Mr. Chairman --

6 MR. STRATTON: Mr. Chairman.

7 MR. HAMMIT: -- the first part of it is the
8 engineering, and those costs are negotiated. There's not a bid
9 on those. We follow federal guidelines on those negotiations
10 based on our requirement. So we could do that and see if we
11 could break it in less, but our team has reviewed it and thinks
12 that's a -- basically what we believe that the costs will be
13 based on the effort that's needed to meet all the requirements.

14 MR. SEARLE: Mr. Chairman.

15 MR. STRATTON: Mr. Chairman.

16 CHAIRMAN HAMMOND: Yes, Board Member Stratton.
17 Go ahead.

18 MR. STRATTON: This is my district. I have a
19 couple questions here. Number one is at the last meeting, I
20 requested that the Board get a breakdown of exactly what the
21 fees were in that. I did not receive that. I believe the way
22 it sounded, Mr. Searle may have received it, but I did not. I
23 would like to see that prior to voting on this.

24 So at this point, I would like to ask another
25 question. Number one, if you have the breakdown, I'd like to

1 hear it. If not, I'd like to have it sent to me. Number two,
2 has this already been negotiated or is this just a programmed
3 amount to go into negotiation?

4 MR. HAMMIT: Mr. Chair, Mr. Stratton, this is
5 Dallas. This is a -- this is a programmed amount, because we
6 won't enter into an advertisement until we have the funds
7 available.

8 MR. STRATTON: Okay. In that case, then I would
9 like to suggest that -- I don't want this to lose its place. I
10 want the project to move forward. I would like to say, number
11 one, I still want the breakdown, which I never received. Number
12 two, I'd like to go ahead and approve it today with those
13 amounts that are just programmed and come back to the Board with
14 a (inaudible) and let us review those before it's awarded.

15 CHAIRMAN HAMMOND: Thank you.

16 MR. STRATTON: So with that, I'd like to make a
17 motion to approve 7F through 7H -- or 7D through 7H. I'm sorry.

18 UNIDENTIFIED SPEAKER: (Inaudible.)

19 MR. KNIGHT: (Inaudible) second that.

20 CHAIRMAN HAMMOND: Okay. We have a motion. Do
21 I -- for further discussion, let's get a second first.

22 MR. ELTERS: I second.

23 MR. KNIGHT: I second it, but I do have some
24 discussion on a couple of the others. This is Board Member
25 Knight.

1 CHAIRMAN HAMMOND: Okay. When seconded. It
2 wasn't you, Board Member Knight. Somebody beat you out.

3 MR. ELTERS: It was Elters.

4 CHAIRMAN HAMMOND: Okay. Board Member Elters.
5 Okay. More discussion. Go ahead.

6 MR. SEARLE: Chairman Hammond.

7 CHAIRMAN HAMMOND: Yes.

8 MR. SEARLE: I am in agreement with Mr. Stratton
9 on this. I can live with his -- I can live with that. I think
10 that's a good way to go with this. I would like to see how
11 those numbers come in, and it is his district. I don't mean to
12 get in the middle of it, but I did have some concerns of those
13 design costs. So I'm very good with where we're going with
14 this.

15 MR. ELTERS: Mr. Chairman, well, before we move
16 off this item, may I add a thought real quick?

17 CHAIRMAN HAMMOND: Yes.

18 MR. ELTERS: Just for the good of the order, I
19 guess, and for Mr. Searle, my background is transportation; has
20 been both in the private and public sector. Historically, we
21 use -- we use the percentage to -- of construction to estimate
22 the cost of design, and usually the smaller the project, the
23 higher that percentage. So just really wanted to share that
24 with you.

25 We've seen similar projects before, depending on

1 the location of the project, the complexity of it, and if there
2 are federal dollars involved, it usually requires additional
3 steps. So I just wanted to offer those thoughts for you. It's
4 really not unusual to see a higher percentage for design --
5 higher percentage as the construction costs for design on
6 smaller projects that are unique or have some unique nature to
7 them.

8 Thank you, Mr. Chair. I just wanted (inaudible).

9 DIRECTOR HALIKOWSKI: Mr. Chairman.

10 UNIDENTIFIED SPEAKER: (Inaudible.)

11 CHAIRMAN HAMMOND: Yes.

12 DIRECTOR HALIKOWSKI: The question was asked if
13 we have a breakdown of the costs available. My understanding is
14 we have that ready for discussion right now if the board members
15 would like to hear it.

16 MR. STRATTON: I would.

17 DIRECTOR HALIKOWSKI: Dallas or Greg?

18 MR. HAMMIT: Mr. Chair, what we have on the
19 design side, on the (inaudible) redesign work, we have \$17,000
20 for the pre-design work and \$17,000 in survey, \$23,000 reports
21 needed to deliver the project. We have \$79,000 for
22 environmental, \$64,000 for the geotechnical work, \$41,000 for
23 drainage. Miscellaneous reports needed to complete the project
24 is 20,000, and then to get the construction documents in place
25 is \$148,000, and then there's \$30,000 in ADOT oversight and

1 administration. So the total design is \$422,000.

2 CHAIRMAN HAMMOND: And that's for budgeting
3 purposes. We are not contracted at this point, correct?

4 MR. STRATTON: Mr. Chairman.

5 MR. HAMMIT: Mr. Chairman, that is correct.
6 That's our estimate going into it.

7 CHAIRMAN HAMMOND: Go ahead, Board Member
8 Stratton.

9 MR. STRATTON: Having worked for an environmental
10 firm in the past that did the environmental 404 and such, I have
11 to agree with the comments of Mr. Elters. That is exactly spot
12 on. It does go up, the percentage wise. So at this point I'd
13 like to move forward with approval.

14 CHAIRMAN HAMMOND: All right. The motion
15 that's --

16 MR. HAMMIT: Mr. Chair, before you do.

17 CHAIRMAN HAMMOND: Go ahead.

18 MR. HAMMIT: The comment was made that before we
19 move forward with the design, it comes back to the Board.
20 Understand our current procedure, and I'd have to get the legal
21 phrase, but once the Board approves the design through --
22 through this motion, the department is given the authority to
23 negotiate the engineering costs. They don't come back to the
24 Board. The construction costs come back.

25 CHAIRMAN HAMMOND: That was -- I did not hear

1 that, that this needed to come back to the Board in the motion.
2 Is that -- did I miss that?

3 MR. STRATTON: Mr. Chairman, I didn't explain my
4 motion well. I understand that once we approve it, it goes into
5 negotiation. I wasn't asking that it come back to Board for
6 approval. I was asking that you bring it -- just come back and
7 let us know how it ended up. That's what I was asking for.

8 DIRECTOR HALIKOWSKI: Okay. Thank you,
9 Mr. Stratton.

10 CHAIRMAN HAMMOND: Okay. So the motion then is
11 to approve PPAC Items 7D through 7H as submitted, with the
12 understanding that that one project budget will be noted in a
13 further memo to the Board on how it plays out; is that
14 acceptable?

15 MR. KNIGHT: Mr. Chair.

16 MR. STRATTON: Go ahead.

17 MR. KNIGHT: This is Board Member Knight.

18 CHAIRMAN HAMMOND: Go ahead.

19 MR. KNIGHT: I have just a couple questions on
20 two of the other items. Item 7E, it's shown in Yuma County. I
21 believe it's really La Paz County.

22 And 7G, they don't -- the source of funds is
23 unidentified. I just wanted to know what -- whether those are
24 coming from MAG or what those -- what's the source of funding
25 for that project?

1 DIRECTOR HALIKOWSKI: So, Mr. Chair, I'm getting
2 a little bit lost. Do we have a motion that we're considering
3 right now, particularly on one project that we're going to --

4 CHAIRMAN HAMMOND: No.

5 DIRECTOR HALIKOWSKI: -- report back to you, or
6 do we have a motion for all these?

7 CHAIRMAN HAMMOND: We have the motion for all of
8 them with that aside to get the final results back on that one
9 project, and it may not even be need to be part of the motion.

10 Board Member Knight's question is different.

11 DIRECTOR HALIKOWSKI: Understood. Understood.

12 And --

13 CHAIRMAN HAMMOND: (Inaudible) correct what I
14 just said there, feel free to jump in.

15 Okay. Greg? John?

16 DIRECTOR HALIKOWSKI: No, sir. I understand, and
17 you're correct. You don't need to put that into a motion as far
18 as us reporting back what the final negotiated cost is. We'd be
19 happy to do that without the motion on this or any other
20 project. Thank you.

21 CHAIRMAN HAMMOND: Board Member Knight, did you
22 get your questions answered?

23 MR. KNIGHT: They didn't -- I didn't hear an
24 answer. I got the questions presented.

25 MR. HAMMIT: Mr. Chairman, Mr. Knight --

1 MR. KNIGHT: (Inaudible) in Yuma County. I think
2 it's in La Paz County.

3 MR. HAMMIT: Mr. Chairman, Mr. Knight, on that
4 project, what we show, the project may be the majority of it in
5 La Paz, but the beginning milepost is in Yuma County is what
6 we're seeing.

7 MR. ROEHRICH: And that's just an administrative
8 reference. It has no bearing on the project. It's just an
9 administrative reference.

10 MR. KNIGHT: Yeah. It was just a point of
11 correction.

12 MR. ROEHRICH: So what was your second project?
13 Your second question?

14 (Inaudible conversation.)

15 MR. KNIGHT: And the 7G, 7G, the source of -- the
16 source of the funds for the -- there was no source of funds
17 listed for that.

18 UNIDENTIFIED SPEAKER: The pavement preservation.

19 MR. HAMMIT: Mr. Chairman, Mr. Knight, those will
20 come out of the -- our pavement preservation funding, and as we
21 go through, since that is in the MAG program, it goes through a
22 three year rolling average, and then that gets trued up and
23 comes out of the funds that go into that area, but it comes --
24 first it will come out of our pavement preservation program.

25 MR. KNIGHT: Okay. Thank you.

1 CHAIRMAN HAMMOND: All right. I think we have a
2 motion and a second for -- I won't repeat myself -- 7D-7H.

3 Floyd, will you take the roll call.

4 MR. ROEHRICH: So Mr. Hammond, this is Floyd.
5 Just so we have it on the record, because it's been back and
6 forth, and I want to make sure it's recorded properly. We have
7 a motion to approve Items 7D through 7H. The motion was made by
8 Board Member Stratton, and it was seconded by Board Member
9 Elters, and that's what we're moving on, correct?

10 CHAIRMAN HAMMOND: That's my understanding.

11 MR. ROEHRICH: Okay. We'll start with Vice Chair
12 Stratton.

13 MR. STRATTON: Aye.

14 MR. ROEHRICH: Mr. Thompson.

15 MR. THOMPSON: Aye.

16 MR. ROEHRICH: Mr. Elters.

17 MR. ELTERS: Aye.

18 MR. ROEHRICH: Mr. Knight

19 MR. KNIGHT: Aye.

20 MR. ROEHRICH: Mr. Searle.

21 MR. SEARLE: Aye.

22 MR. ROEHRICH: Ms. Daniels.

23 MS. DANIELS: Aye.

24 MR. ROEHRICH: And Chairman Hammond.

25 CHAIRMAN HAMMOND: Aye.

1 Okay. The motion passes.

2 Now we'll move on to PPAC Items 7I through 7K.

3 MR. BYRES: Thank you, Mr. Chairman, board
4 members. Again, the Priority Planning Advisory Committee brings
5 forth Items 7I through 7K. These are airport projects. We
6 bring them forward with a recommendation for approval.

7 CHAIRMAN HAMMOND: Okay. Questions? Comments?
8 Motions?

9 MR. KNIGHT: Mr. Chair, move for approval. This
10 is Board Member Knight.

11 MR. STRATTON: Second.

12 CHAIRMAN HAMMOND: Second by Board Member
13 Stratton.

14 Okay. We have a motion -- any more -- any
15 questions or comments before I call for the question?

16 Okay. There's a motion to approve item -- PPAC
17 Items 7I through 7K -- through 7K as submitted by -- motioned by
18 Board Member --

19 MR. KNIGHT: Knight.

20 CHAIRMAN HAMMOND: -- Knight, and seconded by
21 Board Member Stratton, was it?

22 MR. ROEHRICH: Yes, sir. I'll start roll call.
23 Vice Chair Stratton.

24 MR. STRATTON: Aye.

25 MR. ROEHRICH: Mr. Thompson.

1 MR. THOMPSON: Aye.

2 MR. ROEHRICH: Mr. Elters.

3 MR. ELTERS: Aye.

4 MR. ROEHRICH: Mr. Knight

5 MR. KNIGHT: Aye.

6 MR. ROEHRICH: Mr. Searle.

7 MR. SEARLE: Aye.

8 MR. ROEHRICH: Ms. Daniels.

9 MS. DANIELS: Aye.

10 MR. ROEHRICH: And Chairman Hammond.

11 CHAIRMAN HAMMOND: Aye.

12 Thank you. The motion passes.

13 Moving on to Agenda Item 8, the state engineer's
14 report.

15 MR. HAMMIT: Thank you, Mr. Chairman.

16 Currently ADOT has -- well, I'll wait for the
17 presentation to get up. Otherwise, we get ahead of ourselves.
18 There we go.

19 Currently ADOT has 81 projects under
20 construction totaling \$907 million. We finalized three projects
21 in August totaling \$6.7 million, and year to date, we have
22 finalized 14 projects.

23 I did receive a question in our calls this week
24 concerning a project in Tucson. The IT and Ruthrauff project.
25 As you remember, that project did come in well under budget. I

1 did talk with the district. The project is on (inaudible) a
2 little ahead of schedule, about 30 percent complete and
3 everything is going well. I can get more details if the Board
4 would like, but that was the update I was given.

5 CHAIRMAN HAMMOND: Sounds like you're good to go.

6 MR. HAMMIT: (Inaudible.)

7 CHAIRMAN HAMMOND: Okay. That's information
8 only. Any questions of Dallas?

9 Okay. Good day on this item.

10 Let's move on to Item 9, which is the
11 construction contracts for discussion and possible action. Item
12 9A.

13 MR. HAMMIT: Thank you, Mr. Chair.

14 And before we get to 9A, we have the worksheet,
15 and one thing you're going to see on the spreadsheet is we are
16 trending below the engineer's estimate, mainly on one of the
17 projects that we will discuss is -- what was quite a bit under
18 the estimate.

19 One thing I've asked our team to do is we do a
20 quarterly review on a construction cost index, and I will be
21 bringing that to you in the state engineer's report next month,
22 and we can compare to see how we're doing over time. Are these
23 costs -- are we really seeing a lot better pricing? Are these
24 we just did our estimates high enough to meet some of the --
25 what we thought were very high pricing early last year. So I

1 will report more on our construction cost index next month.

2 Item 9A --

3 CHAIRMAN HAMMOND: Thank you, Dallas. That would
4 be very interesting. Go ahead.

5 MR. HAMMIT: Item 9A is a new construction
6 project in the MAG region, State Route 24. On that project, the
7 low bid was \$76,999,509. The State's estimate was 96,000 --
8 excuse me -- \$96,344,639. It did come under the budget by
9 \$19,345,130, or 20.1 percent. We saw better pricing in the
10 roadway excavation, drainage excavation, our poured cement
11 concrete, pavement, retaining walls, structural concrete for our
12 bridges, drilled shafts and other retaining walls. We have
13 reviewed the bid, and the department believes it is a responsive
14 and responsible bit and recommends award to FNF Construction,
15 Inc.

16 CHAIRMAN HAMMOND: Are there any questions of
17 Dallas on this project?

18 Okay. Hearing none, I'll entertain a motion to
19 approve Item 9A awarding the contract for Route SR-24 to FNF --

20 MR. SEARLE: Motion to approve.

21 CHAIRMAN HAMMOND: I heard a motion to approve.
22 Who was that?

23 MR. SEARLE: Searle.

24 CHAIRMAN HAMMOND: Okay. Thank you, Board Member
25 Searle. Is there a second?

1 MR. ELTERS: I second.

2 CHAIRMAN HAMMOND: Okay. Was that Board Member
3 Knight?

4 MR. ELTERS: That was Elters.

5 MR. ROEHRICH: That was Mr. Elters.

6 CHAIRMAN HAMMOND: Elters. Okay. Sorry. Sorry,
7 Sam.

8 Okay. We have a motion and a second.

9 Floyd, will you do the roll call?

10 MR. ROEHRICH: Vice Chair Stratton.

11 MR. STRATTON: Aye.

12 MR. ROEHRICH: Mr. Thompson.

13 MR. THOMPSON: Aye.

14 MR. ROEHRICH: Mr. Elters.

15 MR. ELTERS: Aye.

16 MR. ROEHRICH: Mr. Knight. Mr. Knight.

17 Mr. Knight, you're still muted.

18 MR. KNIGHT: Aye.

19 MR. ROEHRICH: Mr. Searle.

20 MR. SEARLE: Aye.

21 MR. ROEHRICH: Ms. Daniels.

22 MS. DANIELS: Aye.

23 MR. ROEHRICH: And Chairman Hammond.

24 CHAIRMAN HAMMOND: Aye.

25 Okay. Item 9B. Under the --

1 MR. HAMMIT: (Inaudible.)

2 CHAIRMAN HAMMOND: Go ahead.

3 MR. HAMMIT: Sorry. Thank you, Mr. Chair.

4 Item 9B is a bridge deck rehabilitation on
5 Interstate 40. On that project the low bid was \$5,992,094. The
6 State's estimate was \$5,123,546. It was over the State's
7 estimate by \$868,548, or 17 percent. We did see higher than
8 expected pricing on the structural concrete, some of the steel
9 -- the girders have to be repaired, and the mobilization. The
10 department has reviewed the bid and believes it is a responsive
11 and responsible bid and recommends award to FNF Construction,
12 Inc.

13 CHAIRMAN HAMMOND: Okay. Any questions of
14 Mr. Hammit?

15 Hearing none, is there a motion to award Item 9B
16 to FNF Construction, Inc., as presented?

17 MR. KNIGHT: Mr. Chair, this is Board Member
18 Knight. I move to award Item 9B to FNF as presented, as
19 recommended.

20 MR. STRATTON: Second.

21 CHAIRMAN HAMMOND: Okay. We have a motion by
22 Board Member Knight, a second by Board Member Stratton to
23 approve 9B to FNF Construction (inaudible).

24 Floyd, you can take roll.

25 MR. ROEHRICH: Vice Chair Stratton.

1 MR. STRATTON: Aye.

2 MR. ROEHRICH: Mr. Thompson. Mr. Thompson.

3 You're still muted.

4 Mr. Elters.

5 MR. ELTERS: Aye.

6 MR. ROEHRICH: Mr. Knight

7 MR. KNIGHT: Aye.

8 MR. ROEHRICH: Mr. Searle.

9 MR. SEARLE: Aye.

10 MR. ROEHRICH: Ms. Daniels.

11 MS. DANIELS: Aye.

12 MR. ROEHRICH: And Chairman Hammond.

13 CHAIRMAN HAMMOND: Aye.

14 Okay. Item 9B passes as presented.

15 Okay. Item 9C, which is -- somebody take that
16 call.

17 Okay. Dallas, go ahead. Item 9C.

18 MR. HAMMIT: Thank you, Mr. Chair.

19 Item 9C is an intersection improvement on State
20 Route 347. On the project the low bid was \$1,482,184. The
21 State's estimate was \$1,001,517. It was over the State's
22 estimate by \$480,667, or 48.0 percent. We saw higher than
23 expected pricing in the borrow, the mobilization and the
24 concrete curb and gutter.

25 As we talked to the low bidder -- there was

1 only one bidder on the project. In the discussions with them,
2 we could not justify and see where they came up with their
3 pricing on a couple of their items. In our discussions they did
4 say they had made some errors in their bid. So as we reviewed
5 the bid, the department believes -- well, the department cannot
6 justify the bid and recommends reject all bids, and the project
7 would be advertised at a future date.

8 In addition, we did talk to some bidders that
9 pulled plans that actually did -- I mean, contractors that
10 pulled plans that did not place the bid. They thought if it
11 was advertised later in the year, with their schedules, they
12 may also be -- have time to bid and get -- create some more
13 competition. So at this time, the department recommends to
14 reject all bids.

15 CHAIRMAN HAMMOND: Are there any questions of
16 Dallas on this project?

17 If not, is there a motion to reject all bids
18 under Item 9C as presented?

19 MR. ELTERS: I so move.

20 MR. KNIGHT: Second.

21 CHAIRMAN HAMMOND: Okay. We have a motion from
22 Board Member Elters and a second from Board Member Knight.

23 MR. KNIGHT: Correct.

24 CHAIRMAN HAMMOND: Okay. Floyd, will you take --
25 to approve 9 -- reject all bids on Item 9.

1 Floyd, would you take the vote?

2 MR. ROEHRICH: Vice Chair Stratton.

3 MR. STRATTON: Aye.

4 MR. ROEHRICH: Mr. Thompson. Mr. Thompson.

5 Mr. Elters.

6 MR. ELTERS: Aye.

7 MR. ROEHRICH: Mr. Knight

8 MR. KNIGHT: Aye.

9 MR. ROEHRICH: Mr. Searle.

10 MR. SEARLE: Aye.

11 MR. ROEHRICH: Ms. Daniels.

12 MS. DANIELS: Aye.

13 MR. ROEHRICH: And Chairman Hammond.

14 CHAIRMAN HAMMOND: Aye.

15 Motion carries to reject all bids.

16 Okay. Item 9D, Dallas.

17 MR. HAMMIT: Thank you, Mr. Chair.

18 Item 9D is a safety improvement project. It's a
19 local project in the city of Kingman. On the project -- as you
20 saw, this project came last month and it was postponed. The low
21 bid was \$615,289. The State's estimate was \$525,516. It was
22 over the State's estimate by \$89,773, or 17.1 percent. We saw
23 higher than expected pricing in the electrical conductors, the
24 video detection system, some of the temporary traffic control
25 and then mobilization.

1 In talking to the City of Kingman, the department
2 -- the department was told that the additional funds were not
3 available and that the City would work with the department to
4 repackage the project and re-advertise at a later time. With
5 that, the department recommends to reject all bids.

6 CHAIRMAN HAMMOND: Anyone have any comments or
7 concerns on this item? If not, I'd entertain a motion to reject
8 all bids under Item 9 as presented.

9 MR. KNIGHT: Mr. Chair, so moved. Board Member
10 Knight.

11 MR. ELTERS: I second.

12 CHAIRMAN HAMMOND: Okay. We have a motion from
13 Board Member Knight, a second from Board Member Elters to reject
14 all bids under Item 9D as presented.

15 Floyd, would you take roll call?

16 MR. ROEHRICH: Vice Chair Stratton.

17 MR. STRATTON: Aye.

18 MR. ROEHRICH: Mr. Thompson. Mr. Elters.

19 MR. THOMPSON: Aye.

20 MR. ROEHRICH: Mr. Elters.

21 MR. ELTERS: Aye.

22 MR. ROEHRICH: Thank you.

23 Mr. Knight

24 MR. KNIGHT: Aye.

25 MR. ROEHRICH: Mr. Searle.

1 MR. SEARLE: Aye.

2 MR. ROEHRICH: Ms. Daniels.

3 MS. DANIELS: Aye.

4 MR. ROEHRICH: And Chair Hammond.

5 CHAIRMAN HAMMOND: Aye.

6 Okay. The motion carries.

7 Moving on to Agenda Item 10, are there any
8 suggestions for the upcoming -- (inaudible) if it's a planning
9 board meeting or future board meeting?

10 Okay. We're coming to a motion for adjournment.
11 I thank you all. This has been a long board meeting, and the
12 participants -- we've got over 100 participants on this call --
13 thank you for your patience, and I'll entertain a motion to
14 adjourn.

15 MR. STRATTON: So moved.

16 MR. THOMPSON: So moved. Second.

17 CHAIRMAN HAMMOND: Okay. I don't think we need
18 a roll call vote for this. Let's just hear a bunch of ayes.

19 BOARD MEMBERS: Aye.

20 CHAIRMAN HAMMOND: Bye-bye, guys.

21 (Board meeting adjourned at 12:08 p.m.)

22

23

24

25

1 STATE OF ARIZONA)
2) ss.
3 COUNTY OF MARICOPA)

4 BE IT KNOWN that the foregoing proceedings were reported
5 by me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 107 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.

11 I FURTHER CERTIFY that I am in no way related to any of
12 the parties hereto, nor am I in any way interested in the
13 outcome hereof.

14 DATED at Phoenix, Arizona, this 6th day of October 2020.

15

16

17

 /s Teresa A. Watson

18

TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

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Adjournment

A motion to adjourn the September 18, 2020 State Transportation Board meeting was made by Board Member Steven Stratton and seconded by Board Member Jesse Thompson. In a voice vote, the motion carried.

Meeting adjourned at 12:08 p.m. PST.

Not Available for Signature

Michael Hammond, Chairman
State Transportation Board

Not Available for Signature

John S. Halikowski, Director
Arizona Department of Transportation

*ITEM 6a. Recommended Economic Strength Projects (ESP) – Round 1 FY 2020

Discussion and Possible Action

<u>ESP Selection</u>	<u>Recommended Award</u>
a. Pinal County	\$ 150,000
b. Town of Taylor	\$ 350,000
c. City of San Luis	\$ 500,000
<hr/>	
Total	\$ 1,000,000

**ACA Grant Solicitation 2020-21:
Request for Grant Applications (RGA)
FY2020 Economic Strength Projects (ESP) Grant
Proposal & Evaluation Information**

Fiscal Year 2020 Economic Strength Projects (ESP) Grant – Released March 16, 2020

- Competitive grant program designed to enhance the economic strength and competitiveness of Arizona rural communities by providing funding for highway projects that foster job growth
- Reimburse specified costs of qualifying rural road and/or highway projects that are projected to accomplish one or more of the following:
 - i. Retain a significant number of jobs,
 - ii. Significantly increase the number of new jobs,
 - iii. Foster significant private capital investment and
 - iv. Otherwise make a significant contribution to the regional economy, particularly in base industries.
- **\$1,000,000 available in ESP grant funding**

Applicants:

- City of Nogales
- Town of Payson
- Pinal County
- City of San Luis
- Town of Taylor

Evaluation Criteria:

- The cost of the Project
- The number of jobs that the Project will cause to be retained or created
- The nature and amount of capital investment or other contribution to the economy of the State as a result of the Project
- The likelihood that benefits resulting from the Project will exceed the costs of the Project
- The amount and percentage of funding for the Project that will come from a source other than the Program.
- The amount of expenditures required for the Project.
- The magnitude of the Project and its relative value to the State as compared to other proposed Projects
- The extent to which the Project would contribute to achieving an equitable distribution of monies and Projects among the various regions of the State and throughout the State as a whole
- The schedule for completion of the Project

Award Recommendations to Rural Business Development Advisory Council (RBDAC):

- **Pinal County:** 30% funding request, **\$150,000**
- **Town of Taylor:** 100% funding request, **\$350,000**
- **City of San Luis:** 100% funding request, **\$500,000**

Applicant: Pinal County

Thornton Rd & I-8 Intersection Improvement

Project Information

- Upgrade interchange with acceleration lane and turn lanes; support access to Lucid Motors manufacturing plant; greater capacity and improved safety for high volume area

Funding Information

- Total project cost \$960,000 (100% reimbursement-eligible)
- Cash match for reimbursement-eligible project costs, \$460,000 (52.1% match)
- Requested grant funding, \$500,000 - Recommended Award Amount, \$150,000

Investments/Benefits

- Capital investment, \$800,000,000
- 1,663 new jobs; average wages \$50/hr



Applicant: Town of Taylor

Airport Road Paving Project

Project Information

- Pave road to provide access to business and technology park and attract base industry employers; includes 20 pre-determined lots that already have water/sewer/gas available; commitment to long-term support of project

Funding Information

- Total project cost \$2,025,226 (28% reimbursement-eligible)
- Cash match for reimbursement-eligible project costs, \$220,000 (38.6% match)
- Requested grant funding, \$350,000 - Recommended Award Amount, \$350,000

Investments/Benefits

- Capital investment, \$7,000,000
- 50 new jobs; average wages \$45,000/yr



Applicant: City of San Luis

Gary Magrino Industrial Park Subdivision 3

Project Information

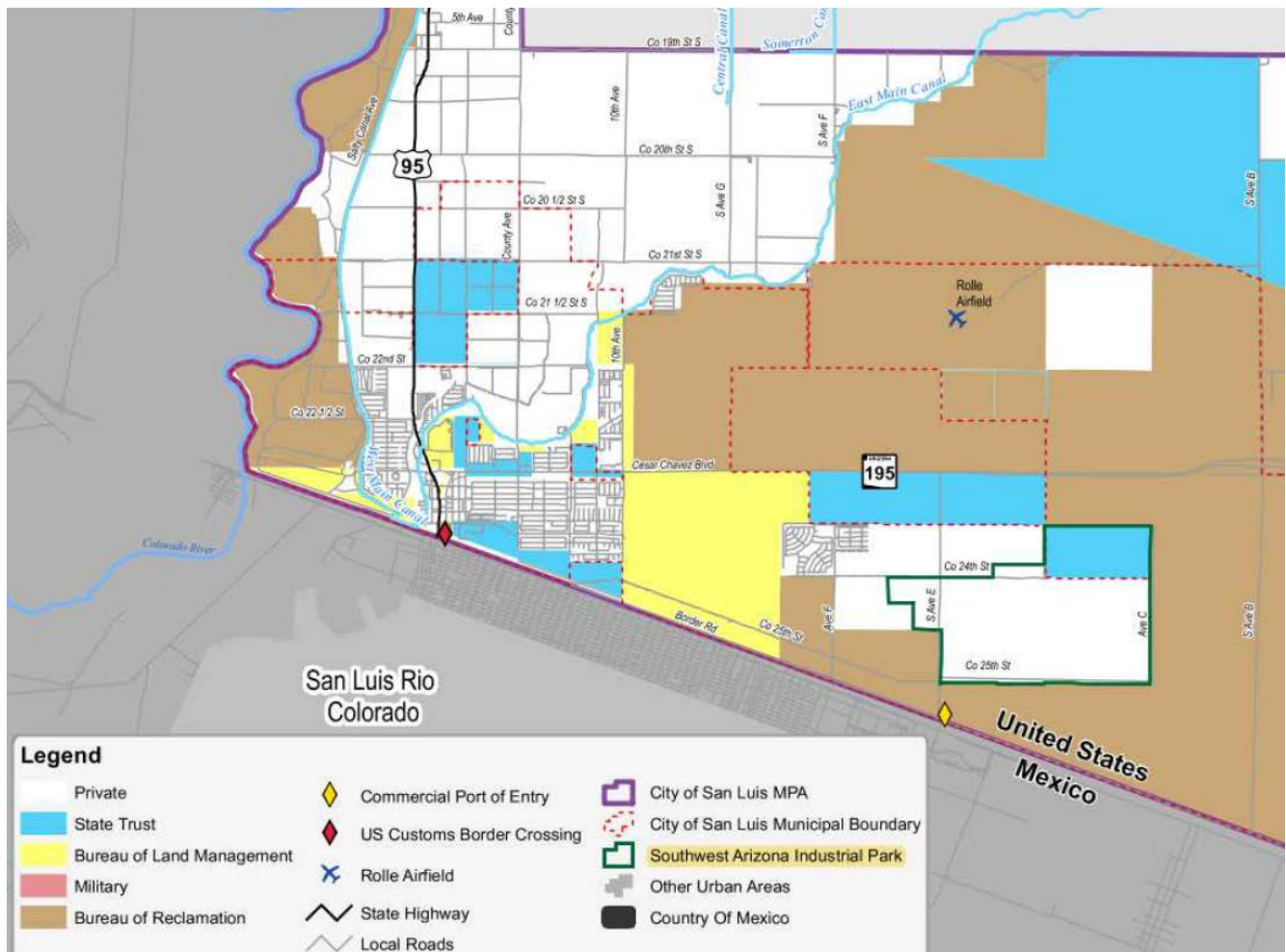
- Paving public roadway within industrial park to attract developers; phase of larger project; commercial port of entry; increase off load area support capabilities from two tractor trailers to twenty-five at a time

Funding Information

- Total project cost \$1,389,613.06 (97% reimbursement-eligible)
- Cash match for reimbursement-eligible project costs, \$847,653.06 (37.1% match)
- Requested grant funding, \$500,000 - Recommended Award Amount, \$500,000

Investments/Benefits

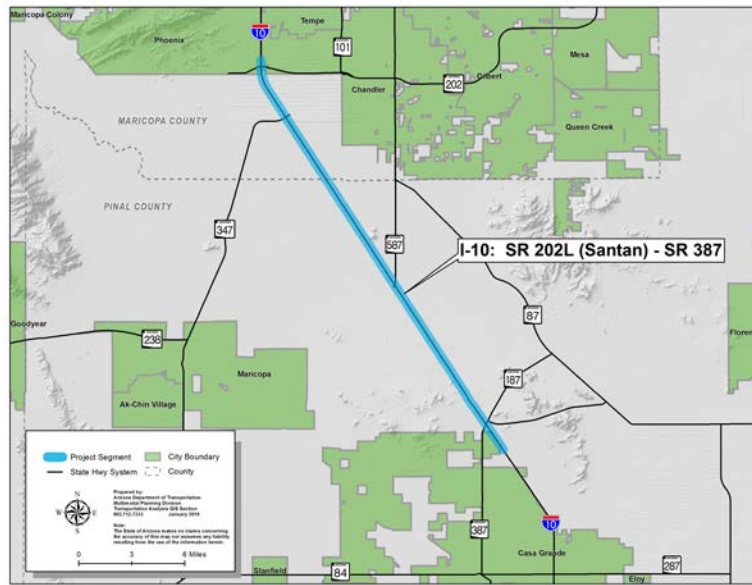
- Capital investment, \$31,500,000
- 111 new jobs; average wages \$15/hr



PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6b.

Route & MP:	I-10 @ MP 161
Project Name:	I-10; SR 202L (Santan) - SR 387
Type of Work:	NEPA Environmental Study
County:	Maricopa
District:	Central
Schedule:	
Project:	F025201L TIP#: 100965
Project Manager:	Carlos Lopez
Program Amount:	\$1,970,000
New Program Amount:	\$2,190,000
Requested Action:	Increase budget.



3. Form Date / 5. Form By:

9/18/2020

Carlos Lopez

4. Project Manager / Presenter:

Carlos Lopez @ (602) 712-4786

206 S 17th Ave, 300, 310B - 4210 MPD PLANNING TEAM

6. Project Name:

I-10; SR 202L (Santan) - SR 387

7. Type of Work:

NEPA Environmental Study

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
XR10	Central	10	Maricopa	161	F025201L	26	

16. Program Budget: \$1,970

17. Program Item #: 100965

18. Current Approved Program Budget:

\$1,970

18a. (+/-) Program Budget Request:

\$220

18b Total Program Budget After Request:

\$2,190

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
5723	\$200	SR 202L (SANTAN) - RIGGS RD	
5723	\$1,750	SR 202L (SANTAN) - RIGGS RD	
4272	\$20		MAG REGIONWIDE Design change orders

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
4272	\$220		MAG REGIONWIDE Design change orders

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE 24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NOT APPLICABLE 24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE 24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Increase budget

26. JUSTIFICATION OF REQUEST

The scoping outreach process, specifically with MAG and the Gila River Indian Community, resulted in adding interchanges at Wild Horse Pass and SR 347 to this current scope of work. Initially, they were being studied under a separate MAG planning study but after coordination they were added to this study as this effort is conducting formal NEPA. Additional funds are also being requested to cover the virtual public meeting format to present the current alternatives to agencies and the public.

AFIS's available budget was initially used for calculating the funding shortfall; however, AFIS does not subtract ICAP and it showed a number higher than what was truly available for consultant costs. This request addresses the funding gap.

Consultant: \$200k

ICAP: \$20K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 9/30/2020

PRB APPROVED
Page 128 of 182

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6c.

Route & MP:	SR 264 @ MP 362.7
Project Name:	DINNEBITO WASH BRIDGE
Type of Work:	DECK REHABILITATION
County:	Navajo
District:	Northeast
Schedule:	FY 2021
Project:	H894301C TIP#: 6806
Project Manager:	Craig Regulski
Program Amount:	\$1,900,000
New Program Amount:	\$2,200,000
Requested Action:	Increase construction budget.



01

1. PRB Meeting Date: 9/22/2020

2. Teleconference: No

3. Form Date / 5. Form By: 9/23/2020
Craig Regulski
4. Project Manager / Presenter: Craig Regulski @ (602) 769-5585
2501 W Georgia Ave., E748 - 4983 PROJECT MANAGEMENT

6. Project Name: DINNEBITO WASH BRIDGE
7. Type of Work: DECK REHABILITATION
8. CPSID: PJ1N 9. District: Northeast 10. Route: 264 11. County: Navajo 12. Beg MP: 362.7 13. TRACS #: H894301C 14. Len (Mi.): 1.0 15. Fed Id #: STBG264-A(219)T

16. Program Budget: \$1,900 17. Program Item #: 6806
18. Current Approved Program Budget: \$1,900 18a. (+/-) Program Budget Request: \$300 18b Total Program Budget After Request: \$2,200

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
6806	\$1,900	Dinnebito Wash Bridge	BRIDGE REPLACEMENT & REHABILITATION

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
76221	\$300	BRIDGE REPLACEMENT & REHABILITATION (OFF SYSTEM)	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 21
22. CURRENT BID READY:
23. CURRENT ADV DATE: 11/13/2020

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE V

24e. ENVIRONMENTAL CLEARANCE: YES 24f. MATERIALS MEMO COMP: YES
24g. U&RR CLEARANCE: YES 24h. C&S CLEARANCE: YES
24i. R/W CLEARANCE: YES 24j. CUSTOMIZED SCHEDULE: YES
24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Increase construction budget.

26. JUSTIFICATION OF REQUEST

This project is being re-advertised after bids were rejected last winter. The project plans were revised to improve constructability by providing access into the wash and removing the requirement for a needle beam for temporary girder bracing. Requirements for lead based paint abatement were also reevaluated and simplified. ICAP is included in the request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 9/30/2020

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6d.	Route & N	SR 87 @ MP 268.1
	Project Name	MP 268.1 - MP 278, NORTH OF PINE
	Type of Work	WIDEN SHOULDER
	County	Gila
	District	Northcentral
	Schedule	FY 2021
	Project	H850801C TIP#: 101183
	Project Manager	Craig Regulski
	Program Amount	\$3,222,000
	New Program Amount	\$5,400,000
	Requested Action	Increase construction budget. Change project name.



3. Form Date / 5. Form By:

9/23/2020

Craig Regulski

4. Project Manager / Presenter:

Craig Regulski @ (602) 769-5585

2501 W Georgia Ave, , E748 - 4983 PROJECT MANAGEMENT

6. Project Name:

MP 268.1 - MP 278, NORTH OF PINE

7. Type of Work:

WIDEN SHOULDER

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
DH1M Northcentral 87 Gila 268.1 H850801C ? 9.9 HSIP087-C(205)T

16. Program Budget: \$3,222 17. Program Item #: 101183

18. Current Approved Program Budget: 18a. (+/-) Program Budget Request: 18b Total Program Budget After Request:
\$3,222 \$2,178 \$5,400

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 101183, \$3,222, MP 268.1 - MP 278, NORTH OF PINE.

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 70121, \$2,178, MODERNIZATION.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 21

22. CURRENT BID READY:

23. CURRENT ADV DATE: 1/12/2021

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: YES 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE III

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: YES
24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO
24i. R/W CLEARANCE: YES 24j. CUSTOMIZED SCHEDULE: YES
24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Increase construction budget.
Change project name.

26. JUSTIFICATION OF REQUEST

During project programming, the project was under funded \$1.223M based on the estimate developed as part of the Project Assessment (PA). Additionally, the estimate developed in the PA did not include items for hauling waste material to a designated stockpile location and extensive tree removal in the area of shoulder widening. ICAP is included in this request. Change project name to, "Pine Creek Canyon Dr - SR 260".

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN PROJECT NAME
CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 9/30/2020

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6e. **Route & MP:** Statewide
 Project Name: Statewide AZTRaCS Yearly License Fee
 Type of Work: Yearly License Fee
 County: Statewide
 District:
 Schedule:
 Project: M714301X TIP#: 101563
 Project Manager: Timothy Jordan
 Program Amount: \$75,000
New Program Amount: \$160,000
 Requested Action: Increase budget.

3. Form Date / 5. Form By:

9/21/2020

Timothy Jordan

4. Project Manager / Presenter:

Timothy Jordan @

- 2210 CHIEF INFORMATION OFFICER

6. Project Name:

Statewide AZTRaCS Yearly License Fee

7. Type of Work:

Yearly License Fee

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
- Phoenix 999 Statewide M714301X 999-M(574)T

16. Program Budget: \$75

17. Program Item #: 101563

18. Current Approved Program Budget:

\$75

18a. (+/-) Program Budget Request:

\$85

18b Total Program Budget After Request:

\$160

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 70120, \$75, MODERNIZATION

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 70121, \$85, MODERNIZATION

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: YES 24f. MATERIALS MEMO COMP: NOT APPLICABLE
24g. U&RR CLEARANCE: NOT APPLICABLE 24h. C&S CLEARANCE: NOT APPLICABLE
24i. R/W CLEARANCE: NOT APPLICABLE 24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE
24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Increase budget.

26. JUSTIFICATION OF REQUEST

This is to pay the annual license fee for the AZTraCS software. ADOT provides this software to law enforcement agencies in the state so that they may submit crash reports to ADOT electronically. Receiving crash reports electronically increases the timeliness and accuracy of the data ADOT provides to the users of our crash data. This project is eligible for HSIP funds.

The TraCS vendor has increased the yearly license fee from \$75,000 a year to the following:

- 2021: \$85,000
2022: \$89,300
2023: \$93,800
2024: \$98,500

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 9/30/2020

PRB APPROVED



US 95 Corridor Projects

Project 1

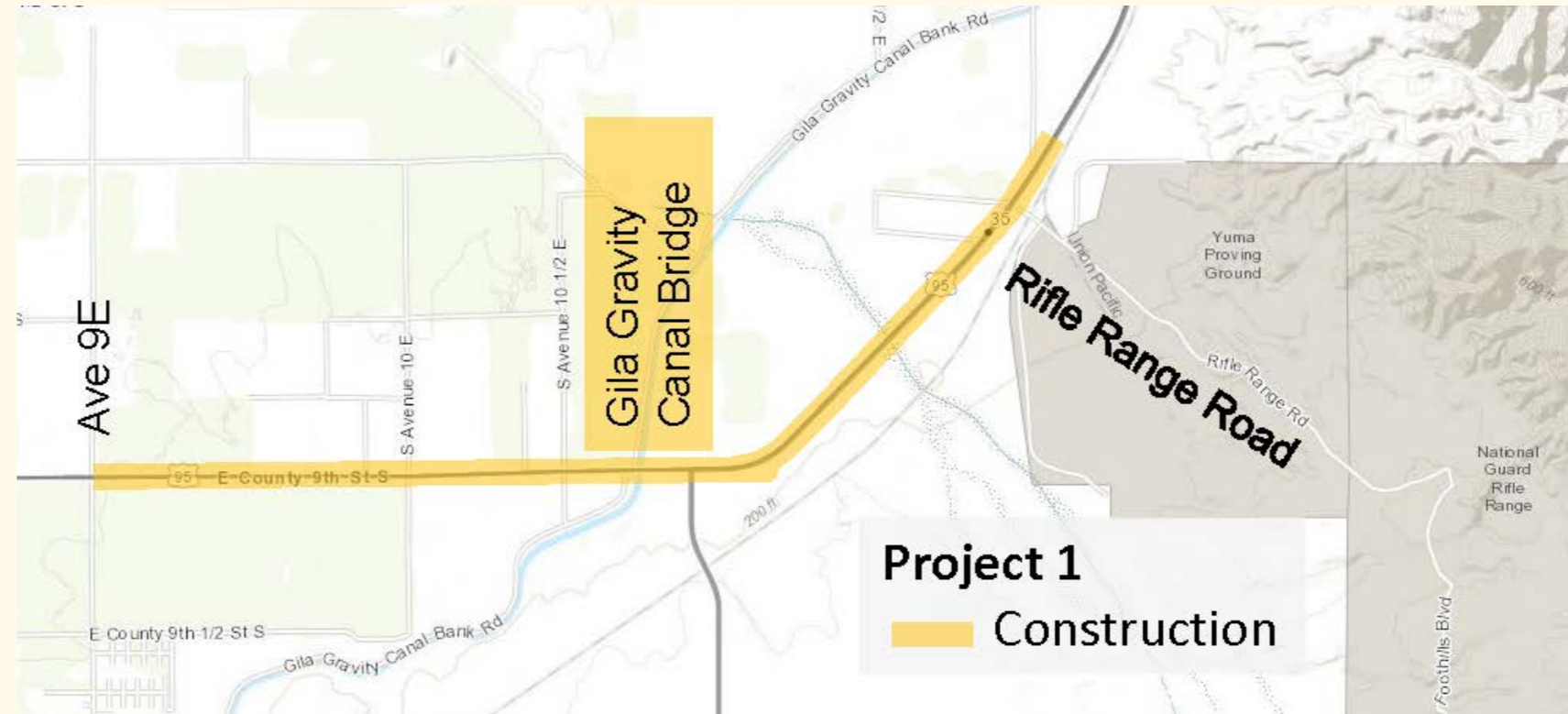
Scope: 3.4 Miles Widening to 5- Lanes
New Gila Gravity Canal Bridge

\$18.0M

Total Delivery Cost

Funding: General Fund

Construction Start



Project 2 - Design

Scope: 2.9 Miles Widening to 5- Lanes
New Wellton-Mohawk Canal Bridge

\$2.4M

Design Cost

Funding: General Fund (1.7M) and SW District Minor Funds (0.7M)

FY 2021-2022

Design & Clearances

Project 2 - Construction

Scope: 1.0 Miles Widening to 5- Lanes
New Wellton-Mohawk Canal Bridge

\$7.9M

Construction Cost

Funding: General Fund (4.7M) & SW District Minor Funds (3.2M)

Summer 2022

Construction Start



Note- HB 2748 Appropriated \$28M of General Fund to US 95 to Widen Roadway & SW District contributed \$3.9M of District Minor Program Funds



PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6f. **Route & MP:** SR 95 @ MP 31.9
 Project Name: AVENUE 9E - FORTUNA WASH
 Type of Work: CONSTRUCT AND WIDEN ROADWAY
 County: Yuma
 District: Southwest
 Schedule: FY 2021
 Project: F030701C TIP#: 101439
Project Manager: Trent Kelso
Program Amount: \$25,000,000
New Program Amount: \$18,000,000
Requested Action: Decrease Budget.
 Change project name.



3. Form Date / 5. Form By:

9/24/2020
Trent Kelso

4. Project Manager / Presenter:

Trent Kelso @ (602) 712-6685
205 S 17th Ave, 295., 614E - 4980 ENGINEERING CONSULTANT SECT

6. Project Name:

AVENUE 9E - FORTUNA WASH

7. Type of Work:

CONSTRUCT AND WIDEN ROADWAY

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
CZ1P	Southwest	95	Yuma	31.9	F030701C ?	2.2	095-B-NFA

16. Program Budget: \$25,000

17. Program Item #: 101439

18. Current Approved Program Budget:
\$25,000

18a. (+/-) Program Budget Request:
(\$7,000)

18b Total Program Budget After Request:
\$18,000

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
101439	\$25,000		RURAL CORRIDOR RECONSTRUCTION

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
79921	(\$7,000)		

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 21

22. CURRENT BID READY:

23. CURRENT ADV DATE: 5/21/2021

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: YES 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Decrease Budget.
Change project name.

26. JUSTIFICATION OF REQUEST

The project limits will be revised to end at Rifle Range Road (an additional 3200 feet), which will create a more logical terminus at an intersection. The new project name will be: "Avenue 9E - Rifle Range Rd". The new project length will be 3.4 miles.

The original construction budget was a general fund appropriation to improve US 95 from Yuma to the Yuma Proving Grounds. This action will align the construction budget of the revised project, Avenue 9E - Rifle Range Rd, with the expected scope of work. The \$7 million will be used on a future US 95 Corridor project. ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN PROJECT NAME
CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 9/30/2020

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6g. **Route & MP:** SR 95 @ MP 31.9
 Project Name: AVENUE 9E - FORTUNA WASH
 Type of Work: CONSTRUCT AND WIDEN ROADWAY
 County: Yuma
 District: Southwest
 Schedule:
 Project: F030701D TIP#: 101439
 Project Manager: Trent Kelso
 Program Amount: \$1,054,000
New Program Amount: \$1,454,000
 Requested Action: Increase Budget.



3. Form Date / 5. Form By:

9/24/2020

Trent Kelso

4. Project Manager / Presenter:

Trent Kelso @ (602) 712-6685

205 S 17th Ave, 295., 614E - 4980 ENGINEERING CONSULTANT SECT

6. Project Name:

AVENUE 9E - FORTUNA WASH

7. Type of Work:

CONSTRUCT AND WIDEN ROADWAY

8. CPSID: CZ1P 9. District: Southwest 10. Route: 95 11. County: Yuma 12. Beg MP: 31.9 13. TRACS #: F030701D 14. Len (Mi.): 2.2 15. Fed Id #: 095-B-NFA

16. Program Budget: \$1,054

17. Program Item #: 101439

18. Current Approved Program Budget: \$1,054

18a. (+/-) Program Budget Request: \$400

18b Total Program Budget After Request: \$1,454

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 101439, \$1,054, Ave 9E - Fortuna Wash Construct and widen roadway

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 79921, \$400

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: YES 24d. CURRENT STAGE: STAGE III

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NO
24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO
24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: YES
24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Increase Budget

26. JUSTIFICATION OF REQUEST

Extend the roadway widening by 3,200 feet to end at Rifle Range Road which will create a more logical terminus by terminating at an intersection.

As a result of extending the widening, additional effort will be required from the design consultant and ADOT staff members. The effort will include additional surveying, roadway design, new intersection design, drainage design, utility coordination and potholing, environmental documentation, and ROW coordination. The total estimated cost is:

Staff: \$73K
Consultant: \$291K
ICAP: \$36K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN SCOPE
CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 9/30/2020

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6h. **Route & MP:** SR 95 @ MP 31.9
 Project Name: AVENUE 9E - RIFLE RANGE RD
 Type of Work: ROW Acquisition
 County: Yuma
 District: Southwest
 Schedule:
 Project: F030701R TIP#: 101439
 Project Manager: Trent Kelso
 Program Amount: \$0
 New Program Amount: \$840,000
 Requested Action: Establish new subphase.



3. Form Date / 5. Form By:

9/24/2020

Trent Kelso

4. Project Manager / Presenter:

Trent Kelso @ (602) 712-6685

205 S 17th Ave, 295., 614E - 4980 ENGINEERING CONSULTANT SECT

6. Project Name:

AVENUE 9E - RIFLE RANGE RD

7. Type of Work:

ROW Acquisition

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
CZ1P	Southwest	95	Yuma	31.9	F030701R ?	3.4	095-B-NFA

16. Program Budget: \$0

17. Program Item #: 101439

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$840

18b Total Program Budget After Request:

\$840

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
79921	\$840	.	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE III

24e. ENVIRONMENTAL CLEARANCE:	NOT APPLICABLE	24f. MATERIALS MEMO COMP:	NOT APPLICABLE
24g. U&RR CLEARANCE:	NOT APPLICABLE	24h. C&S CLEARANCE:	NOT APPLICABLE
24i. R/W CLEARANCE:	NOT APPLICABLE	24j. CUSTOMIZED SCHEDULE:	NOT APPLICABLE
24k. SCOPING DOCUMENT:	NOT APPLICABLE		

25. DESCRIPTION OF REQUEST

Establish new subphase

26. JUSTIFICATION OF REQUEST

This subphase is being established to pay for the cost of land being acquired from Avenue 9E to Rifle Range Road along US 95.

ROW Acquisitions: \$764K

ICAP: \$76K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 9/30/2020

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6i.

Route & MP:	SR 95 @ MP 34.5
Project Name:	RIFLE RANGE RD - WELLTON-MOHAWK
Type of Work:	ROADWAY WIDENING
County:	Yuma
District:	Southwest
Schedule:	
Project:	F035901D TIP#: 102079
Project Manager:	Trent Kelso
Program Amount:	\$0
New Program Amount:	\$2,450,000
Requested Action:	Establish New Project.



3. Form Date / 5. Form By:

9/23/2020

Trent Kelso

4. Project Manager / Presenter:

Trent Kelso @ (602) 712-6685

205 S 17th Ave, 295., 614E - 4980 ENGINEERING CONSULTANT SECT

6. Project Name:

RIFLE RANGE RD - WELLTON-MOHAWK

7. Type of Work:

ROADWAY WIDENING

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
NM1P	Southwest	95	Yuma	34.5	F035901D ?	3	095-B(214)T

16. Program Budget: \$0

17. Program Item #: 102079

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$2,450

18b Total Program Budget After Request:

\$2,450

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
73321	\$700	STATEWIDE MINOR PROJECTS	SW District Minor Projects Development funds
79921	\$1,750	.	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	YES		

25. DESCRIPTION OF REQUEST

Establish New Project

26. JUSTIFICATION OF REQUEST

This project will widen the existing 2-lane roadway to 5-lanes, with 2 lanes in each direction plus a continuous center turn lane. The scope will include culvert extensions and one bridge replacement (Wellton-Mohawk Canal Bridge). Survey/Mapping, ROW acquisition and pavement design to be completed by ADOT staff.

Staff: \$200K
Consultant: \$2,029K
ICAP: \$221K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 9/30/2020

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6j. **Route & MP:** I-8 @ MP 71.0
Project Name: W OF AZTEC RD - E OF COUNTY LINE
Type of Work: PAVEMENT REHABILITATION
County: Yuma
District: Southwest
Schedule:
Project: F034401D TIP#: 101688
Project Manager: Jennifer Acuna
Program Amount: \$0
New Program Amount: \$403,000
Requested Action: Establish new project.



3. Form Date / 5. Form By:

9/21/2020

Jennifer Acuna

4. Project Manager / Presenter:

Jennifer Acuna @ (602) 712-8336

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

W OF AZTEC RD - E OF COUNTY LINE

7. Type of Work:

PAVEMENT REHABILITATION

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
BE10	Southwest	8	Yuma	71.0	F034401D ?	11.0	008-A(237)T

16. Program Budget: \$0

17. Program Item #: 101688

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$403

18b Total Program Budget After Request:

\$403

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72521	\$403	PRESERVATION	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

In 2016, the I-8 pavement condition between mileposts 71 and 82 EB and WB was evaluated and determined to be in fair condition. In an effort to maintain the structural integrity of the pavement, we are proposing to mill and fill I-8 between mileposts 71 and 82 EB and mileposts 72 and 82 WB.

Staff \$322K
Consultant \$45K
ICAP \$36K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

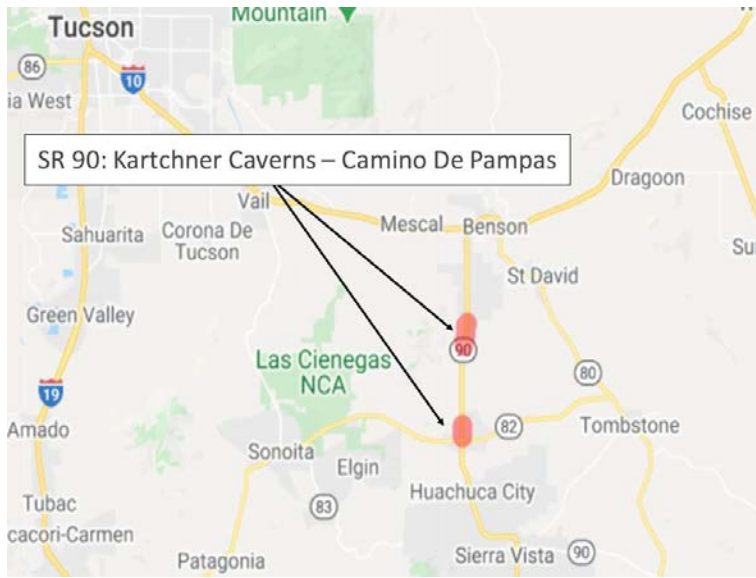
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 9/30/2020

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6k. **Route & MP:** SR 90 @ MP 298
 Project Name: KARTCHNER CAVERNS - CAMINO DE PAMPAS
 Type of Work: Pavement Rehabilitation
 County: Cochise
 District: Southcentral
 Schedule:
 Project: F035601D TIP#: 101874
 Project Manager: Jeffrey Davidson
 Program Amount: \$0
New Program Amount: \$363,000
 Requested Action: Establish new project.



07

1. PRB Meeting Date: 9/22/2020 [checked] 2. Teleconference: (602) 712-8534

3. Form Date / 5. Form By: 9/23/2020 Jeffrey Davidson
4. Project Manager / Presenter: Jeffrey Davidson @ (602) 712-8534
205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name: KARTCHNER CAVERNS - CAMINO DE PAMPAS
7. Type of Work: Pavement Rehabilitation

8. CPSID: NY1P 9. District: Southcentral 10. Route: 90 11. County: Cochise 12. Beg MP: 298 13. TRACS #: F035601D ? 14. Len (Mi.): 4 15. Fed Id #: 090-A(203)T

16. Program Budget: \$0 17. Program Item #: 101874

18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$363 18b Total Program Budget After Request: \$363

CURRENTLY APPROVED:
19. BUDGET ITEMS:

CHANGE / REQUEST:
19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 73321, \$363, STATEWIDE MINOR PROJECTS, .

CURRENT SCHEDULE:
21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:
21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE 24f. MATERIALS MEMO COMP: NOT APPLICABLE
24g. U&RR CLEARANCE: NOT APPLICABLE 24h. C&S CLEARANCE: NOT APPLICABLE
24i. R/W CLEARANCE: NOT APPLICABLE 24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE
24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish new project

26. JUSTIFICATION OF REQUEST

This is a Minor Program Project. This project will address two locations on NB SR 90 where the pavement is raveling and needs rehabilitation.

Staff = \$104K
Consultant = \$226K
ICAP = \$33K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 9/30/2020

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6I. **Route & MP:** US 60 @ MP 352.0
 Project Name: NORFOLK RD - SR 61
 Type of Work: TURN AND MERGE LANES
 County: Apache
 District: Northeast
 Schedule:
 Project: F035801D TIP#: 101873
 Project Manager: Jeffrey Davidson
 Program Amount: \$0
 New Program Amount: \$320,000
 Requested Action: Establish new project.



1. PRB Meeting Date: 9/22/2020 2. Teleconference: (602) 712-8534

3. Form Date / 5. Form By:

9/23/2020

Jeffrey Davidson

4. Project Manager / Presenter:

Jeffrey Davidson @ (602) 712-8534

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

NORFOLK RD - SR61

7. Type of Work:

TURN AND MERGE LANES

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
NT1P	Northeast	60	Apache	352.0	F035801D ?	0.6	060-F(203)T

16. Program Budget: \$0

17. Program Item #: 101873

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$320

18b Total Program Budget After Request:

\$320

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
73321	\$320	STATEWIDE MINOR PROJECTS	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NOT APPLICABLE

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish new project

26. JUSTIFICATION OF REQUEST

This a Minor Program Project to improve the merge at US 60 and SR 61 by re-aligning and lengthing the Merge lane and constructing right and left Turn Lanes at US 60 and Norfolk.

Staff = \$223K

Consultant = \$68K

ICAP = \$29K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 9/30/2020

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6m. **Route & MP:** Statewide
 Project Name: Fiber Management Software
 Type of Work: Purchase software
 County: Statewide
 District:
 Schedule:
 Project: M715901X TIP#: 102072
 Project Manager: David Locher
 Program Amount: \$0
New Program Amount: \$250,000
 Requested Action: Establish New Project.

1. PRB Meeting Date: 9/15/2020 2. Teleconference: (602) 712-2317

3. Form Date / 5. Form By:

9/21/2020

David Locher

4. Project Manager / Presenter:

David Locher @ (602) 712-2317

2302 W Durango St, , E749 - 6200 SYSTEMS MAINTENANCE ADMINISTRATION

6. Project Name:

Fiber Management Software

7. Type of Work:

Purchase software

8. CPSID: **9. District:** **10. Route:** **11. County:** **12. Beg MP:** **13. TRACS #:** **14. Len (Mi.):** **15. Fed Id #:**
 - Phoenix 888 Statewide M715901X ?

16. Program Budget: \$0

17. Program Item #: 102072

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$250

18b Total Program Budget After Request:

\$250

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

<u>Item #</u>	<u>Amount</u>	<u>Description</u>	<u>Comments</u>
78821	\$250	TSM&O	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: **SIGNED:** NO **ADV:** NO

CHANGE IN: **24a. PROJECT NAME:** NO **24b. TYPE OF WORK:** NO **24c. SCOPE:** NO **24d. CURRENT STAGE:** NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish New Project

26. JUSTIFICATION OF REQUEST

Procure a Fiber Database Software to track current and future deployment of the State's fiber and Broadband infrastructure. The software will allow us to map the fiber and the fiber strands.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 9/30/2020

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6n. **Route & MP:** Statewide
 Project Name: Traffic Signal Software
 Type of Work: Purchase Software
 County: Maricopa
 District:
 Schedule:
 Project: M716101X TIP#: 102073
 Project Manager: David Locher
 Program Amount: \$0
New Program Amount: \$182,000
 Requested Action: Establish New Project.

1. PRB Meeting Date: 9/15/2020 [checked] 2. Teleconference: (602) 712-2317

3. Form Date / 5. Form By: 9/21/2020 David Locher
4. Project Manager / Presenter: David Locher @ (602) 712-2317
2302 W Durango St, , E749 - 6200 SYSTEMS MAINTENANCE ADMINISTRATION

6. Project Name: Traffic Signal Software
7. Type of Work: Purchase Software
8. CPSID: 9. District: Phoenix 10. Route: 888 11. County: Maricopa 12. Beg MP: 13. TRACS #: M716101X ? 14. Len (Mi.): 15. Fed Id #:

16. Program Budget: \$0 17. Program Item #: 102073
18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$182 18b Total Program Budget After Request: \$182

CURRENTLY APPROVED:
19. BUDGET ITEMS:

CHANGE / REQUEST:
19A. BUDGET ITEMS:
Table with columns: Item #, Amount, Description, Comments. Row 1: 78821, \$182, TSM&O

CURRENT SCHEDULE:
21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:
21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO
CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE
24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NO
24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO
24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NO
24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST
Establish New Project
26. JUSTIFICATION OF REQUEST
Purchase 170 licenses to bring all Traffic Signals in the Phoenix Metro Region on to Maxview to assist in optimizing signal timing in the region.
27. CONCERNS OF REQUEST
28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS: ESTABLISH A NEW PROJECT
APPROVED / RECOMMENDED ACTIONS: REQUEST APPROVED SUBJECT TO PPAC APPROVAL - 9/30/2020
PRB APPROVED

*ITEM 6o. AIRPORT PROJECT NAME: Cottonwood Airport
GRANT MANAGER: Lisa Yahraus
REQUESTED ACTION: New Project. Replace the Weather Reporting Equipment (AWOS).



ARIZONA DEPARTMENT OF TRANSPORTATION MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: COTTONWOOD
SPONSOR: CITY OF COTTONWOOD
CATEGORY: GA Community
PROJECT NUMBER: E1S1H 01C
 Grant Manager: Lisa Yahraus
AIP NUMBER: N/A
Create DATE: September 1, 2020

New Project
 Changed Project



Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Weather Reporting Equipment (AWOS)	2021	\$236,632.00	\$26,292.00	\$0.00	\$262,924.00	190
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number

Justification For Recommendation:

Emergency Grant; recent storm has caused damage to Weather Reporting (AWOS) equipment causing critical safety issues

FY 2021 - State/Local Program

Aeronautics Recommends for PPAC Action:

Aeronautics Manager Approval :	DocuSigned by:  _____ 989A05EBCD984E2... Don Kriz	Date: 9/8/2020 _____
FMS REVIEW and Approval:	DocuSigned by:  _____ 2EBD55F44A19406... Leticia Pineda-Daley	Date: 9/8/2020 _____

STATE ENGINEER'S REPORT September 2020

The Status of Projects Under Construction report for September 2020 shows 80 projects under construction valued at \$930,397,083.77. The transportation board awarded 6 project during September valued at approximately \$107.4 million.

During September, the Department finalized 1 projects valued at \$1,975,615.63. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Fiscal Year to date we have finalized 15 projects. The total cost of these 15 projects has exceeded the contractors bid amount by 6.5%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 0.9%.

MONTHLY CONSTRUCTION REPORT

September 2020

PROJECTS UNDER CONSTRUCTION	80
MONETARY VALUE OF CONTRACTS	\$930,397,083.77
PAYMENTS MADE TO DATE	\$664,818,583.78
STATE PROJECTS	62
LOCAL GOVERNMENT	18
OTHER	
CONTRACTS EXECUTED IN SEPTEMBER 2020	10
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$17,135,036.95

FIELD REPORTS SECTION

EXT. 7301

Accumulation to Date (Fiscal Year 2021 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
16	\$42,318,440.12	\$42,864,820.10	\$45,662,926.20	\$2,798,106.10	6.5%

Prepared By:

Laura Berto

Field Reports Unit, X7301

Checked By: 10/1/2020

DocuSigned by:

Irene Del Castillo

697B68662A871...

Irene Del Castillo, Manager
Field Reports Unit, X7301

Completed Contracts (Fiscal Year 2021)

September, 2020

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 1	1	\$2,015,634.60	\$2,188,000.00	\$1,975,615.63
		<u>Monetary</u> \$172,365.40		<u>Monetary</u> (\$212,384.37)

Arizona Department of Transportation

Field Reports Section

Completed Contracts Fiscal Year 2021

September, 2020

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
PVY-0-(204)T T008101C	LINCOLN DR - 32ND ST TO SCOTTS Central District						
	Working Days: 255 = 225 + 30						
	Days Used: 189						
		2,015,634.60	VISUS ENGINEERING CONSTRUCTION, INC.	Low Bid = \$2,188,000.00	\$172,365.40 or 8.55% over State Estimate \$1,975,615.63	(\$212,384.37)	-9.7 %

FINAL COST VS BID ADJUSTED
FISCAL YEAR 2021.

MONTH	CUMULATIVE FINAL COST	LESS ADJUSTMENTS FOR				ADD'L WORK PD OTHERS #3	CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
		REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7							
Jul-20	\$ 35,770,566	\$ 1,845,086	\$ 373,926	\$ -	\$ -	\$ 2,219,012	\$ 32,661,935	\$ 33,551,555	2.7%	
Aug-20	\$ 42,462,682	\$ 128,842	\$ 7,983	\$ -	\$ -	\$ 2,355,837	\$ 39,285,522	\$ 40,106,845	2.1%	
Sep-20	\$ 45,662,926	\$ 77,433	\$ -	\$ -	\$ -	\$ 2,433,270	\$ 42,864,820	\$ 43,229,656	0.9%	
Oct-20						\$ 2,433,270		\$ (2,433,270)		
Nov-20						\$ 2,433,270		\$ (2,433,270)		
Dec-20						\$ 2,433,270		\$ (2,433,270)		
Jan-21						\$ 2,433,270		\$ (2,433,270)		
Feb-21						\$ 2,433,270		\$ (2,433,270)		
Mar-21						\$ 2,433,270		\$ (2,433,270)		
Apr-21						\$ 2,433,270		\$ (2,433,270)		
May-21						\$ 2,433,270		\$ (2,433,270)		
Jun-21						\$ 2,433,270		\$ (2,433,270)		
		\$ 2,051,361	\$ 381,909	\$ -	\$ -	\$ 2,433,270				

Contracts: (Action as Noted)

Federal-Aid ("A" "B" "T" "D") projects do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations.

*ITEM 8a : BOARD DISTRICT NO.: 1

BIDS OPENED: SEPTEMBER 18, 2020

HIGHWAY: BOB STUMP MEMORIAL PARKWAY (SR 303L)

SECTION: HAPPY VALLEY PARKWAY TO LAKE PLEASANT PARKWAY

COUNTY: MARICOPA

ROUTE NO.: SR 303L

PROJECT : TRACS: 303-A(227)T: 303 MA 125 F011601C

FUNDING: 94.3% FEDS 5.7% STATE

LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 20,326,911.29

STATE ESTIMATE: \$ 29,363,605.79

\$ UNDER ESTIMATE: \$ 9,036,694.50

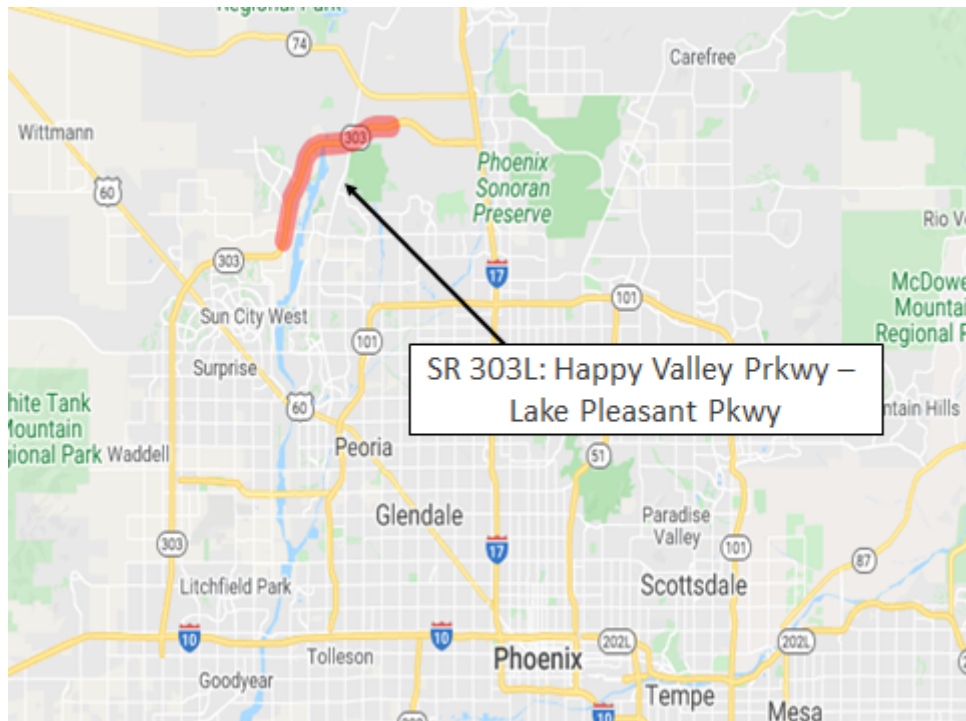
% UNDER ESTIMATE: 30.8%

PROJECT DBE GOAL: 10.17%

BIDDER DBE PLEDGE: 11.55%

NO. BIDDERS: 7

RECOMMENDATION: AWARD (DBE DISCREPANCIES IDENTIFIED. BIDDER PROTESTED)



*ITEM 8b: BOARD DISTRICT NO.: 4

Page 177

BIDS OPENED: SEPTEMBER 18, 2020

HIGHWAY: CITY OF ELOY

SECTION: JIMMIE KERR BLVD: CASA GRANDE AVE TO MILLIGAN RD

COUNTY: PINAL

ROUTE NO.: LOCAL

PROJECT : TRACS: ELY-0(207)T: 0000 PN ELY T016801C

FUNDING: 100% FEDS

LOW BIDDER: AJP ELECTRIC, INC.

LOW BID AMOUNT: \$ 288,239.00

STATE ESTIMATE: \$ 241,402.45

\$ OVER ESTIMATE: \$ 46,836.55

% OVER ESTIMATE: 19.4%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 1

RECOMMENDATION: POSTPONE



*ITEM 8c: BOARD DISTRICT NO.: 4

Page 180

BIDS OPENED: SEPTEMBER 18, 2020

HIGHWAY: CITY OF MARICOPA

SECTION: PORTER ROAD AND FARRELL ROAD

COUNTY: PINAL

ROUTE NO.: LOCAL

PROJECT : TRACS: MAR-0(208)T: 0000 PN MAR T013101C

FUNDING: 94.3% FEDS 5.7% LOCAL

LOW BIDDER: COMBS CONSTRUCTION COMPANY, INC.

LOW BID AMOUNT: \$ 1,761,716.54

STATE ESTIMATE: \$ 2,545,313.10

\$ UNDER ESTIMATE: \$ 783,596.56

% UNDER ESTIMATE: 30.8%

PROJECT DBE GOAL: 6.17%

BIDDER DBE PLEDGE: 7.365

NO. BIDDERS: 3

RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

400 Calendar Days

The proposed 019 PM 046 F013801C project is located in Pima County on I-19, approximately 25 miles south of the City of Tucson at Milepost 46.81. The project is approximately 1 mile in length. The work consists of replacing the existing concrete bridge deck and concrete barrier walls with attached railings. The work also includes removing and replacing existing guardrail, asphaltic concrete pavement, lighting, signing and pavement marking, and other related work.

The proposed 019 PM 042 F0174 01C project is located in Pima County on Interstate 19 (I-19), south of Tucson, between Duval Mine Rd TI and Pima Mine Rd TI, MP 42.50 to MP 50.30 and within the limits of the San Xavier District for the Tohono O'odham Nation. The work consists of pavement rehabilitation. The work includes milling and repaving and construction of new bridge barriers and bridge deck rehabilitation, sidewalk ramp, gore reconstruction and guardrails, lighting, pedestrian push button, signing, pavement marking, rumble strips, shoulder build-up and other related work.

Bid Opening Date : 9/4/2020, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
019 PM 046 F013801C 019-A-(237)T	NOGALES-TUCSON HIGHWAY (I-19)	HELMET PEAK TI UP STR 1356 SouthCent District	8368
019 PM 042 F017401C 019-A-(238)T	NOGALES - TUCSON HIGHWAY (I-19)	DUVAL MINE RD TI - PIMA MINE R SouthCent District	13216

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$13,121,110.98	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. Drivers Way Tempe, AZ 85284
	\$13,396,844.30	DEPARTMENT	
2	\$14,220,451.69	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
3	\$14,389,023.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
4	\$15,314,640.26	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302

Rank	Bid Amount	Contractor Name	Address of Contractor
5	\$18,281,828.00	K E & G CONSTRUCTION, INC.	3949 E. IRVINGTON ROAD TUCSON, AZ 85714

Apparent Low Bidder is 2.1% Under Department Estimate (Difference = (\$275,733.32))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 04, 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO 019 PM 046 F0138 01C
PROJECT NO 019-A(237)T
TERMINI NOGALES – TUCSON HIGHWAY (I-19)
LOCATION HELMET PEAK TI UP

TRACS NO 019 PM 042 F0174 01C
PROJECT NO 019-A(238)T
TERMINI NOGALES – TUCSON HIGHWAY (I-19)
LOCATION DUVAL MINE RD TI – PIMA MINE RD TI

Table with 4 columns: ROUTE NO., MILEPOST, DISTRICT, ITEM NO.
I-19 46.00 to 47.00 SOUTHCENTRAL 8368
I-19 42.50 to 50.30 SOUTHCENTRAL 13216

The amount programmed for this contract is \$21,640,000. The location and description of the proposed work are as follows:

The proposed 019 PM 046 F013801C project is located in Pima County on I-19, approximately 25 miles south of the City of Tucson at Milepost 46.81. The project is approximately 1 mile in length. The work consists of replacing the existing concrete bridge deck and concrete barrier walls with attached railings. The work also includes removing and replacing existing guardrail, asphaltic concrete pavement, lighting, signing and pavement marking, and other related work.

The proposed 019 PM 042 F0174 01C project is located in Pima County on Interstate 19 (I-19), south of Tucson, between Duval Mine Rd TI and Pima Mine Rd TI, MP 42.50 to MP 50.30 and within the limits of the San Xavier District for the Tohono O'odham Nation. The work consists of pavement rehabilitation. The work includes milling and repaving and construction of new bridge barriers and bridge deck rehabilitation, sidewalk ramp, gore reconstruction and guardrails, lighting, pedestrian push button, signing, pavement marking, rumble strips, shoulder build-up and other related work.

This project is located on a Native American Reservation, in the San Xavier District for the Tohono O'odham Nation area, which may subject the contractor to the laws and regulations of the San Xavier District for the Tohono O'odham Nation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the San Xavier District for the Tohono O'odham Nation on work performed on the Reservation.

The time allowed for the completion of the work included in this contract will be 400 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.71.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at: <http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within two weeks following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.


Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:
Construction Supervisor:

Vian Rashid
Chris Page

vrashid@azdot.gov
cpage@azdot.gov


for Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 02/28/2020

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Calendar Days

The proposed project is located in Santa Cruz County, on State Route 82 approximately 5 miles northeast of Sonoita. The project begins at Milepost 38.00 and extends northeast along SR 82 to Milepost 39.28. The proposed work consists of excavating the adjacent slopes, extending the existing drainage structures, installing pavement markings, signing, delineators and other related work.

Bid Opening Date : 9/4/2020, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
082 SC 038 F020201C 082-A-(207)T	NOGALES - TOMBSTONE HIGHWAY (SR 82)	MP-38 Upper Elgin Road Sonoita SouthCent District	100321

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$685,530.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
	\$748,320.10	DEPARTMENT	
2	\$831,254.01	WHELCON CONTRACTORS, LLC.	1430 WEST DATE ST. TUCSON, AZ 85704
3	\$851,800.72	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
4	\$868,499.50	RUMMEL CONSTRUCTION, INC	7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255
5	\$874,927.60	MERIDIAN ENGINEERING COMPANY	3855 NORTH BUSINESS CENTER DRIVE TUCSON, AZ 85705
6	\$895,679.00	K E & G CONSTRUCTION, INC.	3949 E. Irvington Rd. TUCSON, AZ 85714

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$1,169,377.90	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040

Apparent Low Bidder is 8.4% Under Department Estimate (Difference = (\$62,790.10))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 4, 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO 082 SC 038 F020201C
PROJECT NO 082-A(207)T
TERMINI NOGALES - TOMBSTONE HWY (SR 82)
LOCATION MP 38 - UPPER ELGIN ROAD, SONOITA

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 82	38.00 to 39.28	SOUTHCENTRAL	2020013

The amount programmed for this contract is \$920,000. The location and description of the proposed work are as follows:

The proposed project is located in Santa Cruz County, on State Route 82 approximately 5 miles northeast of Sonoita. The project begins at Milepost 38.00 and extends northeast along SR 82 to Milepost 39.28. The proposed work consists of excavating the adjacent slopes, extending the existing drainage structures, installing pavement markings, signing, delineators and other related work.

The time allowed for the completion of the work included in this contract will be 120 Calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.50.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Monir Zaman (07/27/2020)

For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 7/27/2020

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

385 Calendar Days

The proposed project is located in Maricopa County within the City of Peoria, starting south of Happy Valley Parkway (MP 125.18) and ending north of Lake Pleasant Parkway (MP 131.91). The proposed work consists of constructing an interim four foot asphaltic concrete pavement shoulder in the median of SR303L and constructing two AASHTO Type VI-S concrete girder bridges over the Beardsley Canal. At Jomax Parkway the proposed work includes: constructing two AASHTO Type V concrete girder bridges over Jomax Parkway; constructing three PCCP general purpose lanes of SR303L; and constructing Jomax Parkway including pavement, drainage, City of Peoria water line crossing, lighting, striping and signals. The project also includes signing and marking along SR303L and wrong way signage and thermal detection cameras at the Jomax Parkway traffic interchange.

Bid Opening Date : 9/18/2020, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
303 MA 125 F011601C 303-A-(227)T	BOB STUMP MEMORIAL PARKWAY	HAPPY VALLEY PKWY TO LAKE PLEA Central District	9140

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$20,326,911.29	Sunland Asphalt & Construction Inc.	1625 East Northern Avenue Phoenix, AZ 85020
2	\$21,399,929.00	ARCHER WESTERN CONSTRUCTION, LLC	1830 N. 95th Avenue, Suite 114 Phoenix, AZ 85037
3	\$22,385,888.00	PULICE CONSTRUCTION, INC.	8660 E. HARTFORD DRIVE, SUITE 305 SCOTTSDALE, AZ 85255
4	\$22,964,376.64	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040
5	\$23,445,000.00	COFFMAN SPECIALTIES, INC.	9685 VIA EXCELENCIA, SUITE 200 SAN DIEGO, CA 92126
6	\$24,602,043.22	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
	\$29,363,605.79	DEPARTMENT	

Rank	Bid Amount	Contractor Name	Address of Contractor
	BID REJECTED	AMES CONSTRUCTION, INC.	8333 E. HARTFORD DRIVE SCOTTSDALE, AZ 85255
Other			

Apparent Low Bidder is 30.8% Under Department Estimate (Difference = (\$9,036,694.50))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 18, 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO 303 MA 125 F0116 01C
PROJECT NO 303-A(227)T
TERMINI BOB STUMP MEMORIAL PARKWAY (SR 303L)
LOCATION HAPPY VALLEY PARKWAY TO LAKE PLEASANT PARKWAY

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR - 303 L	125.18 to 131.91	CENTRAL	9140

The amount programmed for this contract is \$36,200,000. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County within the City of Peoria, starting south of Happy Valley Parkway (MP 125.18) and ending north of Lake Pleasant Parkway (MP 131.91). The proposed work consists of constructing an interim four foot asphaltic concrete pavement shoulder in the median of SR303L and constructing two AASHTO Type VI-S concrete girder bridges over the Beardsley Canal. At Jomax Parkway the proposed work includes: constructing two AASHTO Type V concrete girder bridges over Jomax Parkway; constructing three PCCP general purpose lanes of SR303L; and constructing Jomax Parkway including pavement, drainage, City of Peoria water line crossing, lighting, striping and signals. The project also includes signing and marking along SR303L and wrong way signage and thermal detection cameras at the Jomax Parkway traffic interchange.

The time allowed for the completion of the work included in this contract will be 385 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 10.17.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 6/30/2020

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

185 Calendar Days

The proposed project is located in Pinal County, City of Eloy and City of Casa Grande on Jimmie Kerr Blvd. The project begins at Casa Grande Ave and extends to Milligan Road. The work consists of installing an advance warning dilemma zone protection system, painted channelization for three intersections and centerline and shoulder rumble stripes on Jimmie Kerr Blvd/Frontier Street from Casa Grande Ave to Milligan Road and other related work.

Bid Opening Date : 9/18/2020, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
0000 PN ELY T016801C ELY-0-(207)T	CITY OF ELOY	JIMMIE KERR BLVD CASA GRANDE A SouthCent District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$241,402.45	DEPARTMENT	
1	\$288,239.00	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020

Apparent Low Bidder is 19.4% Over Department Estimate (Difference = \$46,836.55)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 18, 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 PN ELY T0168 01C
PROJECT NO ELY-0(207)T
TERMINI CITY OF ELOY
LOCATION JIMMIE KERR BLVD: CASA GRANDE AVE TO MILLIGAN RD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHCENTRAL	LOCAL

This project is being re-advertised. Firms that already obtained contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors may download the revised project documents from the Contracts and Specifications Website. Contractors that previously registered for the project are advised to register for the re-advertised project.

The amount programmed for this contract is \$296,000. The location and description of the proposed work are as follows:

The proposed project is located in Pinal County, City of Eloy and City of Casa Grande on Jimmie Kerr Blvd. The project begins at Casa Grande Ave and extends to Milligan Road. The work consists of installing an advance warning dilemma zone protection system, painted channelization for three intersections and centerline and shoulder rumble stripes on Jimmie Kerr Blvd/Frontier Street from Casa Grande Ave to Milligan Road and other related work.

The time allowed for the completion of the work included in this contract will be 185 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at: <http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.



For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 7/30/2020

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

180 Working Days

The proposed work is located in Pinal County within the City of Maricopa on Farrell Road from Hartman Road to Maricopa?Casa Grande Highway, on Hartman Road from 1600' north of Farrell Road to 400' south of Farrell Road, and on Porter Road from Farrell Road to Peters and Nall Road. The work consists of placing a double chip seal coat, constructing concrete low water crossings, installing pipe culverts, striping, and other related work.

Bid Opening Date : 9/18/2020, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
0000 PN MAR T013101C MAR-0-(208)T	CITY OF MARICOPA	Porter Road - Farrell Rd. to 1 Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,761,716.54	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
2	\$1,887,295.59	RUMMEL CONSTRUCTION, INC	7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255
3	\$1,926,081.25	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281
	\$2,545,313.10	DEPARTMENT	

Apparent Low Bidder is 30.8% Under Department Estimate (Difference = (\$783,596.56))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 18, 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 PN MAR T013101C
PROJECT NO MAR-0(208)T
TERMINI CITY OF MARICOPA
LOCATION PORTER ROAD AND FARRELL ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	LOCAL

This project is being re-advertised. Firms that already obtained contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors may download the revised project documents from the Contracts and Specifications Website. Contractors that previously registered for the project are advised to register for the re-advertised project.

The amount programmed for this contract is \$2,900,000. The location and description of the proposed work are as follows:

The proposed work is located in Pinal County within the City of Maricopa on Farrell Road from Hartman Road to Maricopa-Casa Grande Highway, on Hartman Road from 1600' north of Farrell Road to 400' south of Farrell Road, and on Porter Road from Farrell Road to Peters and Nall Road. The work consists of placing a double chip seal coat, constructing concrete low water crossings, installing pipe culverts, striping, and other related work.

The time allowed for the completion of the work included in this contract will be 115 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.17.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at: <http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>. Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 06/26/2020